

CABINET MEMBER FOR ECONOMIC REGENERATION AND DEVELOPMENT SERVICES

Venue: Bailey House, Rawmarsh Road, Rotherham.

Date: Monday, 27 November 2006

Time: 9.00 a.m.

A G E N D A

1. To determine if the following matters are to be considered under the categories suggested, in accordance with the Local Government Act 1972.
2. To determine any item which the Chairman is of the opinion should be considered later in the agenda as a matter of urgency.
3. Minutes of previous meetings of the Cabinet Member for Economic Regeneration and Development Services held on:-
 - 13th September, 2006
 - 2nd October, 2006
 - 16th October, 2006
 - 30th October, 2006

For signature by the Cabinet Member (see Orange Book – Schedule of Decisions under Delegated Powers - 9th September, 2006 – 3rd November, 2006)

4. Road Safety Poster Campaign (Pages 1 - 12)
Transportation Unit Manager to report.
 - to increase public awareness about the dangers of speeding.
5. Revenue, Fee Billing and Trading Resources Monitoring Report for 2006/2007 (Pages 13 - 22)
Countryside and Rights of Way Officer to report.
 - to monitor report for 2006/2007.
6. DEFRA Consultation: Statutory Guidance for Natural England on Regional Planning and Associated Matters. (Pages 23 - 29)
Area and Environmental Planning Team Leader to report.
 - to suggest a consultation response.
7. Objection to Proposed 40 mph Limit on Kiveton Lane, Todwick (Pages 30 - 35)
Transportation Unit Manager to report.
 - to report the objection to the 40 mph limit and reasons why this has been promoted.
8. Rotherham Rights of Way Improvement Plan (Pages 36 - 152)

Countryside and Rights of Way Officer to report.

- to present the Rotherham Rights of Way Improvement Plan.

9. Parking - Rotherham Town Centre - Residents Parking and Controlled Pay and Display (Pages 153 - 156)

Transportation Unit Manager to report.

- to outline the extents of the proposal and seek approval for detailed design and consultation.

10. EXCLUSION OF THE PRESS AND PUBLIC

The following item is likely to be considered in the absence of the press and public as being exempt under Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972 (as amended March 2006) (information relates to financial or business affairs):-

11. Collaborative Highways Procurement (Pages 157 - 159)

Principal Network Engineer to report.

- to outline work being undertaken to extend joint highways procurement and seek approval for appropriate participation in future arrangements.

Extra urgent item authorised for consideration by the Chairman

12. Local Transport Plan - A57 Junction 31 to Todwick Crossroads Improvement, Major Scheme: Land at Aston Common Farm. (report attached) (Pages 160 - 161)

(Exempt under Paragraphs 2 and 3 of the Act – identity of an individual/business or financial affairs of any particular person (including the Council))

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Economic and Development Services Matters
2.	Date:	27 November 2006
3.	Title:	Road Safety poster campaign
4.	Programme Area:	Economic, Regeneration and Development Services

5. Summary

To inform members of a proposal to increase public awareness, in particular amongst younger drivers, about the dangers of driving at inappropriate speed through the use of a poster campaign.

6. Recommendations

It is recommended Cabinet Member resolve that:

- i) Approval is granted for the poster campaign to be undertaken.

7. Proposals and Details

To increase young driver awareness about the dangers of travelling at inappropriate speed, it is proposed to undertake an advertising campaign throughout the Borough, by way of attaching information posters to lighting columns in areas where young drivers will frequent on a regular basis, such as around bars and nightclubs.

The design of the posters will specifically be directed towards younger drivers with various 'hard-hitting' messages, as shown in Appendix A, which will aim to raise their awareness about dangerous driving and potentially reduce their chances of having an accident.

Each poster will be A4 portrait sized, laminated and bound to lighting columns with tie-wraps.

It is intended that the posters will remain on site for a duration of one month, after which time they will be removed.

The areas to be targeted are: Rotherham Town Centre, around Ship Hill and Main Street; the Town Centres of Maltby, Dinnington, Wath and Swinton, together with a number of sites near secondary schools and colleges. Each area will have no more than 10 posters displayed at any one time to prevent unnecessary clutter.

In addition, these posters could also be used to target residential streets on a 'rolling programme' where they will be displayed on lighting columns in the area. The effect of this would be that residents, many of whom will travel in vehicles, will see these posters when leaving / returning home or going about their daily routine, thus being a constant reminder about the effects of speeding.

To ensure a consistent approach, it is proposed to repeat the advertising campaign 3 times a year, starting in February 2007 with 'For my Valentine' which will target young male drivers, and tie in with suggested campaigns by the Yorkshire and Humberside Road Safety Campaigns for 2007.

8. Finance

The campaign is estimated to cost £200 per year, with funding being available from the Local Transport Plan Integrated Transport Programme for 2006/07.

9. Risks and Uncertainties

It will be difficult to determine a causal link between the campaign and our desire to reduce road casualties.

10. Policy and Performance Agenda Implications

The proposed scheme is in line with the Local Transport Plan objectives for improving road safety and the Council's Vision Themes, particularly Rotherham Safe.

11. Background Papers and Consultation

Every year around 3,500 people are killed on Britain's roads and many more seriously injured, with inappropriate speed being a significant factor in many of the accidents. Of these casualties, a disproportionate number involve the 17 – 25 year age group, which unfortunately, is one of the hardest groups to target, having left school and being in a position to driver/ride a motor vehicle.

Following the introduction of various campaigns throughout the country, it is intended to introduce a similar one in Rotherham to try and reduce the number of younger drivers and passengers killed or seriously injured in the Borough. During the last three years the 17-25 age group accounted for 16 Fatalities, 125 Serious injuries and 1295 Slight injuries, in Rotherham. These made up 40% of the total number of people killed and seriously injured in collisions, during the last three years, yet this age group only form 9.6% of the population for Rotherham.

Banners with a similar road safety theme are already in use at certain locations across the Borough, and a recent 'Citizen Survey' indicated that the banners are having a positive effect in getting the various messages across to road users.

Contact Name : *Andrew Lee, Assistant Engineer, Ext. 2380,
andrew.lee@rotherham.gov.uk*

For my Valentine



As a young female you are more likely to die as a car passenger than as a driver

SPEEDING KILLS



This poster has been produced by Rotherham Road Safety , aimed at reducing the number of people killed and seriously injured on the Borough's roads – particularly younger drivers and passengers



Goodbye my love



40% of people killed or seriously injured on Rotherham's roads are aged 17-25

Please don't speed



This poster has been produced by Rotherham Road Safety , aimed at reducing the number of people killed and seriously injured on the Borough's roads – particularly younger drivers and passengers



His love of speed cost him his girlfriend



Please don't speed

Killed

Showing off to his mates



Your driving can really mess things up

Speeding kills
Please Slow Down

Sorry, I didn't mean to kill you



Your driving can really mess
things up!

PLEASE DON'T SPEED

Speed dating

Every Friday and Saturday night



Every year around 3,500 people
are killed on Britain's roads

Don't be next

Speeding Kills – Please Slow Down



This poster has been produced by Rotherham Road Safety ,
aimed at reducing the number of people killed and seriously
injured on the Borough's roads – particularly younger drivers and passengers



Speeding killed my best friend and her boyfriend

Don't be next

Every year over 1,000 young
lives are lost in road crashes



This poster has been produced by Rotherham Road Safety ,
aimed at reducing the number of people killed and seriously
injured on the Borough's roads – particularly younger drivers and passengers



Speeding killed my best friend and his girlfriend

Don't be next

Every year over 1,000 young
lives are lost in road crashes



This poster has been produced by Rotherham Road Safety ,
aimed at reducing the number of people killed and seriously
injured on the Borough's roads – particularly younger drivers and passengers



Will you kill me tonight?

Picture of young female
to be obtained from official sources

More young females die in
the passenger seat of cars
than they do in the
driver's seat

Speeding Kills – Please slow down



This poster has been produced by Rotherham Road Safety ,
aimed at reducing the number of people killed and seriously
injured on the Borough's roads – particularly younger drivers and passengers



ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic and Development Services Matters
2.	Date:	27th November 2006
3.	Title:	Revenue, Fee Billing and Trading resources monitoring report for 2006/2007
4.	Programme Area:	Economic and Development Services

5. Summary

To report on the performance against budget for the Economic and Development Services Programme Area Revenue, Fee Billing and Trading resources for the period – **April 2006 to end October 2006.**

6. Recommendations

That Members note the anticipated outturn position for the Economic & Development Services Programme Area Budgets as at end October 2006.

That this report be referred to the Regeneration Scrutiny Panel for information.

7. Proposals and Details

Members are asked to receive and comment upon budget monitoring reports on a monthly basis from June onwards. This report reflects the position on the budget for the period 1st April 2006 to 31st October 2006. The attached **appendices** give a summary of the projected 2006/07 revenue position for the Programme area;

Appendix A – E&DS Summary Report.

Appendix A1 to A5 – Service Level Summary Report.

- Following the October round of budget meetings the Programme Area has identified that it is likely to achieve an underspend of £230,000 against its total net revenue budget of £17,234,000.

Rotherham Investment and Development Office

At this point in the financial year the Service is reporting a £150,000 underspend against its revenue budget. This is a consequence of the funding bid to be received from Transform South Yorkshire from September 2006, which will generate £150,000 worth of savings against the Service's budget in 2006/07. However there are cost pressures including a shortfall on outdoor markets rental income but the overall position on the account should still realise the projected saving.

Planning and Transportation

The overall position on this account is currently a projected balanced budget, however there are cost pressures on Land Charges (£114,000) and the Transportation (£131,000) budgets which are currently compensated for by excess fee income from Development Control (£265,000).

Asset Management

At this point in the financial year the Service has a projected underspend of £80,000 against its revenue budget. This is a consequence of an expected £130,000 surplus from Rotherham Construction Partnership's fee income for 2006/07 being used to off-set utility price increases and cleaning charges in office accommodation of £50,000.

Streetpride

There are pressures in respect of the Service's car-parking budget, but these are currently being managed through savings on works budgets and design and contract management. Further to reports presented to Cabinet member on the 17th July 2006 and 16th October and Regeneration Scrutiny Panel on the 3rd November 2006 There is a potential issue in respect of unforeseen contractual costs which may fall payable to the contractor in respect of the Authority's ground maintenance contract. The maximum liability in respect of the current claim is £400K which could potentially be payable in 2006/07 with further costs possible in 2007/08. Such costs – if and when confirmed - could not be contained within the existing budget.

Business Unit

There are no significant cost pressures or savings to emerge as this point in the year.

Corporate Accounts

Vacancy Factor – A nil variance is projected at this stage in the financial year.

8. Finance

Please refer to the attached appendices for detailed financial analysis.

9. Risks and Uncertainties

The projected outturn position is based on firm indications of rising cost pressures and identifiable savings. These are examined as a matter of urgency but they may have an impact on the accuracy of the currently reported position.

10. Policy and Performance Agenda Implications

The CPA Resources Action Plan sets out the requirement to improve the financial monitoring and reporting to Members and to maintain and improve budget monitoring and control. Programme Area spend is aligned only to Programme area and corporate priorities.

11. Background Papers and Consultation

This is the fifth budget monitoring report for the Programme area for 2006/07 and reflects the position from April 2006 to October 2006. This report has been discussed with the Executive Director, Heads of Service of Economic and Development Services and Corporate Finance.

Contact Name : Andrew Kidder EDS Finance and Accountancy Manager, Ext: 2922 e-mail: andy.kidder@rotherham.gov.uk

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Rotherham Investment & Development Office	-150	Funding bid to Transform South Yorkshire which will off-set mainstream budget costs on Development and Work Implementation team accounts.	G	No action recommended at this stage.		G
Planning & Transportation	0	Cost pressures on Land Charges fee income (£114k) and Transportation account (£131k) off-set by Development control income levels (-£265K).	G	To contain shortfall within overall Service position and seek corrective action to restore Land Charges to balanced position		G
Asset Management	-80	Projected excess fee-billing surplus over and above current budget target on Projects and Partnerships and Consultancy Management accounts.	G	Continue to monitor and review overall position in year		G
Streetpride	0	Nil variance at this stage in the financial year but income shortfall has been confirmed on Car parking which is being covered by savings across the Service. However there is a possible contractual liability on Grounds Maintenance which may lead to significant unbudgeted additional costs being incurred (current estimate £400K). If this is confirmed it will not be possible to cover from savings in other areas. This risk was reported to EDS Cabinet Member on the 17th July 2006 and was the subject of a further report on the 30th October.	A	To continue to identify all manageable savings to cover confirmed and potential areas of shortfall.	To restore budget to a balanced position.	G
Business Unit	0	Nil variance at this stage in the financial year.	G	No action recommended at this stage.		A
TOTAL	-230					

REVENUE BUDGET MONITORING REPORT 2006/07

Appendix A - 1

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Rotherham Investment & Development Office	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Business Development	0	Nil variance at this stage in the financial year	G	No action required.		
Commercial Properties	0	Anticipated underpend due to slower vacation of properties and therefore consequent loss of income has now been off-set by £40k payment due on Effingham Street (Bus Station - SYPTE) for landlord responsibilities.	G			
Development Promotion	-200	New funding bid to Transform South Yorkshire and other fee income which will off-set mainstream budget costs.	G	No action required.		
Strategy Development	0	Nil variance at this stage in the financial year	G	No action required.		
Programmes	0	Nil variance at this stage in the financial year	G	No action required.		
Work Implementation	0	Nil variance at this stage in the financial year	G	No action required.		
Business Centres	0	Nil variance at this stage in the financial year	G	No action required.		
RERF	0	Nil variance at this stage in the financial year	G	No action required.		
Town Centre Mgt	0	Nil variance at this stage in the financial year	G	No action required.		
Valuation Group (Fee Billing)	0	Nil variance at this stage in the financial year	G	No action required.		
40 Brigadegate	0	Nil variance at this stage in the financial year	G	No action required.		
Tourism	0	Nil variance at this stage in the financial year	G	No action required.		
Markets	50	Outdoor markets rental income shortfall (£40k) and utility prices (£10k)	A	To contain shortfall within overall Service position.	Will restore budget to a balanced position.	
Town Centre Management	0	Nil variance at this stage in the financial year	G	No action required.		
Externally funded schemes	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	-150					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Planning & Transportation Service	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Forward Planning	20	Sales publication income not being achieved as public opt for internet searches.	R	To contain shortfall within overall Service position.		A
Planning Support	0	Nil variance at this stage in the financial year	G	No action required.		
Management	0	Nil variance at this stage in the financial year	G	No action required.		
Land Charges	114	Cost pressures in respect of a reduction in fee income from statutory search fees as clients opting for cheaper personal search fee option. A BIP of £180k was sought for 06/07, with £100k being awarded. A BIP for 07/08 for £100k has been re-submitted.	R	To contain shortfall within overall Service position.		A
Development Control	-265	Planning application fee income exceeding budgeted level as a consequence of current market conditions.	G	No action required.		G
Building Control (72% Trading)	0	Nil variance at this stage in the financial year	G			G
Building Control (28% Revenue)	0	Nil variance at this stage in the financial year	G			
Transportation	131	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REVENUE BUDGET MONITORING REPORT 2006/2007
 REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Asset Management	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status	Swing
Facilities Management	0	Nil variance at this stage in the financial year	G	No action required.			0
Facilities Management (Education Premises)	0	Nil variance at this stage in the financial year	G	No action required.			0
Community Buildings	0	Nil variance at this stage in the financial year	G	No action required.			0
Office Accommodation	50	Above inflation cost increases on utility prices and premises service charges.	A	To contain shortfall within overall Service position.		G	35
Environmental Management	0	Nil variance at this stage in the financial year	G	No action required.			0
Caretakers	0	Nil variance at this stage in the financial year	G	No action required.			-5
Public Conveniences	0	Nil variance at this stage in the financial year	G	No action required.			0
Bailey Suite	0	Nil variance at this stage in the financial year	G	No action required.		G	5
Emergency and Safety	0	Nil variance at this stage in the financial year	G	No action required.			
Swinton District Heating	0	Nil variance at this stage in the financial year	G	No action required.			0
Misc. Fee Accounts	0	Nil variance at this stage in the financial year	G	No action required.			0
Strategic Support Team	0	Nil variance at this stage in the financial year	G	No action required.			50
Miscellaneous Properties	0	Nil variance at this stage in the financial year	G	No action required.			-10
Building Cleaning	0	Nil variance at this stage in the financial year	G	No action required.			
Fee Billing - Projects & Partnerships	-65	Projected excess fee-billing surplus over and above current budget target.	G	Continue to monitor and review likely surplus in year			
Fee Billing - Consultancy Management	-65	Projected excess fee-billing surplus over and above current budget target.	G	Continue to monitor and review likely surplus in year			
Transport	0	Nil variance at this stage in the financial year	G	No action required.		A	
TOTAL	-80						75

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Streetpride	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Community Delivery Teams	0	Nil variance at this stage in the financial year. However there is a possible contractual liability on Grounds Maintenance which may lead to significant unbudgeted additional costs being incurred (current estimate £400K)	A	Monitor position and identify savings options wherever practicable if Grounds Maintenance cost shortfall confirmed.	To ensure budget meets a balanced position.	G
Trees & Woodlands	0					
Schemes & Partnerships	0	Nil variance at this stage in the financial year.	G	No action required.		
Network Management	0	Nil variance at this stage in the financial year. However there are pressures in respect of car parking's income budget but this is currently covered by identified savings in works' budgets and design and contract management.	A	Continue to monitor the level of car parking shortfall and therefore requirement for savings to be identified.	To ensure budget achieves a balanced position.	G
Corporate Accounts - Streetpride	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Business Unit	Under (-) / Over (+) Projected to Year End £,000	Reasons/Implications	RAG Status	Actions Proposed	Impact of Actions	Revised RAG Status
Administration Services	0	Nil variance at this stage in the financial year	G	No action required.		
Training	0	Nil variance at this stage in the financial year	G	No action required.		
Payments to RBT Management	0	Nil variance at this stage in the financial year.	A	No action required.		A
Business Support	0	Nil variance at this stage in the financial year	G	No action required.		
Performance & Quality	0	Nil variance at this stage in the financial year	G	No action required.		
Plan Printing	0	Nil variance at this stage in the financial year	G	No action required.		
TOTAL	0					

REASONS FOR VARIANCE FROM APPROVED BUDGET (Based on available information as at end October 2006)

Corporate Issues	Under (-) / Over (+) Spending Projected to Year End £,000	Reasons/Implications	Service Owner	RAG Status	Actions Proposed	Impact of Actions	Revised Financial Position
Vacancy Factor	133			G			
TOTAL	133						

"BEST CASE"

"WORST CASE"
Unfunded expenditure :-

	£k	£k
Probable commitments		
G.Maintenance contract compensation/litigation		Potential unfunded costs of contractual dispute with ringway, covering both possible compensatory payments and litigation for 05/06 which would potentially fall due for payment in 2006/07. There could also be further costs representing the compensating element and further litigation which may fall due for payment in 400 2007/08 up to £700k in total.
Procurement Savings	78	Based on 05/06 final position?
EDS Web-site management	20	Unfunded costs
SYMAS Contribution	60	EDS Corporate budget issue ?
EDS Change Groups	5	Based on 05/06's unfunded costs
CSC Service charges	100	Unbudgeted share of CSCs costs outside affordability (£600K)
CSCs budget transfers	?	Further impact of budget transfers - 5 further t/fers but budget impact dependent ? on whether post back-filled or not ?
Dinnington Incubator premises funding	50	If funding not obtained from Objive 1
DVD to promote Rotherham Renaissance,	5	
B. Unit back-filling of posts	50	Unfunded costs of posts vacated by staff moving to RBT
Appendix A Summary Variance	-230	
Conbtn to corporate budget shortfall		
Total Probable commitments	£671	
Funding Sources		
Further RCP Fee unbudgeted surplus	-£79	RCP fee surplus budget increased by £95k and Central Finance have now taken surplus income of £80k as part of budget "savings". RCP currently projecting £345k surplus owing to excess fees being earned through work on Care homes, so should be some scope for further additional surplus above budgeted target.
Outturn Position	592	
Other Unresolved Issues		
- NMP (£.350K)	???	EDS Corporate
Revised Outturn Position	592	

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Delegated Powers
2.	Date:	27th November 2006
3.	Title:	DEFRA Consultation : Statutory Guidance for Natural England on Regional Planning and Associated Matters
4.	Programme Area:	Economic and Development Services

5. Summary

This Report suggests the Borough Council's response to a consultation by the Department for Environment, Food and Rural Affairs on 'Statutory Guidance for Natural England on Regional Planning and Associated Matters'.

6. Recommendations

That

1) the Borough Council's response to the Department for Environment, Food and Rural Affairs (DEFRA) consultation on 'Statutory Guidance for Natural England on Regional Planning and Associated Matters' be submitted as given in section 7 of the Report stressing the desired continued involvement of Natural England in the preparation of the Authority's Local Development Framework and assistance in the determination of relevant planning applications to help secure the protection and enhancement of biodiversity.

7. Proposals and Details

From 1st October 2006 Natural England is a new body formed from an amalgamation of English Nature, parts of the Countryside Agency and DEFRA's Rural Development Service following recommendations made by Lord Haskins in his review of rural delivery. Working in close partnership with the Environment Agency and the Forestry Commission, Natural England is intended to be a champion for the natural environment and will be statutorily required to be consulted on Regional Spatial Strategies and on certain planning applications. Section 15(1) of the Natural Environment and Rural Communities Act places a duty on the Secretary of State to provide guidance to Natural England "as to the exercise of any functions of Natural England that relate to or affect regional planning and associated matters". The current consultation considers the proposed draft guidance.

The continued statutory requirement for Natural England to be consulted on Regional Spatial Strategies is supported as is the encouragement for their early involvement on contentious planning issues and applications, particularly when of regional or national importance.

Support can also be given to the recognition that the 'sustainable communities' agenda should be the main driver to Natural England's engagement in a range of sub-regional and community strategies in both urban and rural areas.

However, some concern is expressed to the proposed guidance's delegation to Natural England to consider how best to co-ordinate its representation at sub-regional and local level. In particular the guidance requires Natural England to consider which Local Strategic Partnership (LSPs) and 'local delivery frameworks' "are of sufficient scale and relevance to its work to contribute towards". Concern is particularly expressed should this result in a reduction in the involvement of Natural England in the production of this Authority's Local Development Framework (LDF). The past involvement of English Nature in production of the Unitary Development Plan, and the early stages of the LDF, including its role as consultee to Sustainability Appraisal, has been valuable, as is their ongoing contribution to the determination of planning applications to promote the protection and enhancement of biodiversity through development proposals.

8. Finance

None.

9. Risks and Uncertainties

Any reduced involvement of Natural England in production of the Authority's Local Development Framework, the undertaking of the related Sustainability Appraisal, or determination of relevant planning applications could lead to risks should all biodiversity and natural environment issues fail to be considered at as early a stage as possible.

10. Policy and Performance Agenda Implications

Rotherham's Community Strategy considers protection and enhancement of the natural environment primarily through the Safe and Sustainable Development themes. Local involvement of Natural England in the implementation and eventual review of the Community Strategy is to be welcomed.

Local Development Framework production could be placed at a disadvantage should Natural England fail to play its active part.

11. Background Papers and Consultation

'Statutory Guidance for Natural England on Regional Planning and Associated Matters'; A consultation by the Department for Environment, Food and Rural Affairs (DEFRA); <http://www.defra.gov.uk/corporate/consult/ne-guidance/index.htm>

Contact Name : David Edwards, Area and Environmental Planning Team Leader;
Tel 01709 823824; david.edwards@rotherham.gov.uk

Landscape Conservation Branch
Defra
Temple Quay House
2 The Square
Temple Quay
Bristol
BS1 6EB

Tel 0117 372 6265

14 September 2006

Dear consultee

I write to invite your comments on statutory guidance for Natural England on regional planning and associated matters.

Section 15 of the recently introduced Natural Environment and Rural Communities Act 2006 requires that the Secretary of State for Environment Food and Rural Affairs produce guidance as to the exercise of any functions of Natural England that relate to or affect regional planning and associated matters.

Draft guidance has been prepared in collaboration with colleagues from Natural England and Government Office South West. A copy of the guidance is enclosed and can also be found on Defra's website at www.defra.gov.uk/corporate/consult/default.asp together with a list of consultees. You are welcome to comment on any aspect of the guidance but should bear in mind that the guidance is intended to be strategic, light touch and based on what Defra expects of Natural England regarding its involvement in regional planning.

Natural England is a new body formed from an amalgamation of parts of the Countryside Agency, English Nature and Defra's Rural Development Service following recommendations made by Lord Haskins in his review of rural delivery. This guidance will extend to England only and will impact mainly on Natural England but also on local authorities, and those government departments, agencies and other bodies which they will deal with on the issue of regional planning. Preparation of a Regulatory Impact Assessment is not appropriate in this case. Written comments should be sent to the Landscape Conservation branch c/o Emma Stroud at:

Defra,
Zone 1/03,
Temple Quay House,
2 The Square,
Temple Quay
Bristol

BS1 6EB and should reach her by the **closing date of 6 December 2006**.

Alternatively, you can e-mail comments to NEStatutoryGuidance@defra.gsi.gov.uk .

Treatment of written responses

In line with Defra's policy on openness, at the end of the consultation period copies of the responses we receive may be made publicly available through the Defra Information Resource Centre, Lower Ground Floor, Ergon House, 17 Smith Square, London SW1 P 3JR . The information they contain may also be published in a summary of responses.

If you do not consent to this, you must clearly request that your response be treated confidentially. Any confidentiality disclaimer generated by your IT system in e-mail responses will not be treated as such a request. You should also be aware that there may be circumstances in which Defra will be required to communicate information to third parties on request, in order to comply with

its obligations under the Freedom of Information Act 2000 and the Environmental Information Regulations.

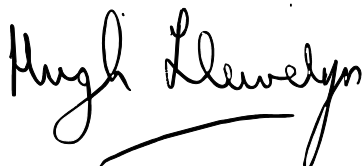
The Information Resource Centre will supply copies of consultation responses to personal callers or in response to telephone or e-mail requests (tel: 020 7238 6575, or e-mail defra.library@defra.gsi.gov.uk). Wherever possible personal callers should give the library at least 24 hours' notice of their requirements. An administrative charge will be made to cover photocopying and postage costs.

This consultation has been prepared in line with the Government's code of practice (www.cabinetoffice.gov.uk/regulation/consultation/index.asp) which requires that we:

- i. Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least once during the development of the policy;
- ii. Be clear about what proposals are, who may be affected, what questions are being asked and the timescale for responses;
- iii. Ensure that consultation is clear, concise and widely accessible;
- iv. Give feedback regarding the responses received and how the consultation process influenced the policy;
- v. Monitor the department's effectiveness at consultation, including through the use of a designated consultation co-ordinator;
- vi. Ensure the consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

Comments or complaints about the consultation process (as opposed to comments on the issues which are the subject of the consultation) should be addressed to Liz Ambekar, Defra's Consultation Co-ordinator, Area 7C Nobel House, 17 Smith Square, London SW1P 3JR, email consultation.coordinator@defra.gsi.gov.uk

Yours sincerely

A handwritten signature in black ink that reads "Hugh Llewelyn". The signature is written in a cursive style with a long horizontal flourish underneath the name.

Hugh Llewelyn
Branch Head

List of Consultees for Advice to Natural England on Regional Planning and Associated Matters

ACRE

ANPA

Areas of Outstanding Natural Beauty (England)

Centre for Social and Economic Resources on the Global Environment

Chartered Institute of Environmental Health

Chartered Institute of Wastes Management

Confederation of British Industry

Country Land and Business Association

Countryside Agency

County Councils (England)

County Wildlife Trusts

CPRE

District Councils (England)

Department of Communities and Local Government

Department of Trade and Industry

Department for Transport

English Heritage

English Nature

ENPA

Environment Agency

Environmental Change Institute

Environmental Industries Commission

Government Offices

Highways Agency

HM Treasury

Joint Nature Conservation Council

Local Government Association

National Association of AONBs

National Association of Local Councils

National Farmers Union

National Park Authorities (England)

National Trust

RDS

Regional Development Agencies

Regional Rural Affairs Forums

Royal Town Planning Institute

RSPB

World Wildlife Fund

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
--

1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	27th November 2006
3.	Title:	Objection to proposed 40mph speed restriction on Kiveton Lane. Ward 18
4.	Programme Area:	Economic and Development Services

5. Summary

To consider an objection to the proposed introduction of a 40mph speed limit on the currently de-restricted section of Kiveton Lane.

6. Recommendations

Cabinet Member resolves that:

- a) **The objection is not acceded to**
- b) **The objector be informed of the decision**
- c) **The Head of Legal and Democratic Services be authorised to make the Traffic Regulation Order, and that the Order be implemented**

7. Proposals and Details

Under delegated powers, the Head of Planning and Transportation Service is proposing the introduction of a 40mph speed limit on Kiveton Lane. This new limit would apply to the section of road to which the National Speed Limit (60mph) currently applies, a length of approximately 525metres between Todwick and Kiveton. Following statutory public consultation of the proposal we have received an objection.

The objection is made on the grounds that the proposed 40mph limit is not low enough. The objector wishes to see the speed limit reduced and is supportive of the efforts to achieve this. However, they believe that a 30mph speed limit should be introduced in line with the adjoining speed restrictions.

This length of Kiveton Lane has quite different characteristics to the lengths in Todwick and Kiveton. There are no properties which front onto the road, the recent developments in housing, the fishing facilities and the footway are all set back from the main carriageway. It is for these reasons, coupled with consultation of the Department for Transport (DfT) guidance "Setting Local Speed Limits", that a 40mph limit is deemed the most appropriate. Furthermore, retaining a higher limit than 30mph reinforces the existing 30mph restrictions on entry to the villages by creating a 'gateway' effect into the built up areas.

The objector has requested additional measures to the proposed signing in order to reinforce the speed limit to drivers. The proposed scheme includes passive calming measures such as red surfacing and dragon's teeth at the approach to the 30mph restriction in Kiveton. The Todwick approach already has this in place along with a Vehicle Activated Sign. In addition, the 40mph restriction would require the provision of "repeater" speed signs, either upright signs or on-carriageway markings, to remind drivers of the limit. Direction 11 of the Traffic Signs Regulations and General Directions 2002 states that speed-limit repeater signs cannot be placed along a road where there is street lighting present and which is subject to a 30mph speed limit.

Enforcement of the speed limit is the responsibility of the South Yorkshire Police in conjunction with the Safety Camera Partnership. The Police have given full support for the proposals.

It is felt that the measures proposed will be suitable for reminding drivers of the new speed restriction and discourage them from exceeding the 40mph limit. This will be monitored with post implementation surveys.

The letter of objection is attached in Appendix A.

A plan of the area is attached in Appendix B.

8. Finance

There are no direct financial implications arising out of the report. The proposed changes will be funded from existing budgets.

9. Risks and Uncertainties

If the proposal is not implemented a section of Kiveton Lane will continue to be subject to an inappropriate speed limit. This would lead to further complaints and a continued heightened accident risk.

10. Policy and Performance Agenda Implications

SYLTP2 aims to improve the environment for road users other than just motor vehicles. The proposal will benefit the pedestrians, cyclists and equestrians that use this route. The proposals are in line with the Council's priorities, particularly the Rotherham Safe agenda.

11. Background Papers and Consultation

SYLTP2

DfT Circular 01/2006 Setting Local Speed Limits

Traffic Signs Regulations and General Directions 2002

Statutory consultations required to comply with the regulations for the making of Speed Limit Orders

Contact Name : *Richard Baker, Senior Technician, Ext. 2939,
Richard-eds.baker@rotherham.gov.uk*

J. J. Pennock

*Traffic
Management.*

2 Horbiry End
Todwick
Sheffield S26 1HH
Phone: 01909 771120
Mobile: 07989 622984
j.i.pennock@btinternet.com

4 September 2006

Mr. T.C. Mumford
Head of Legal & Democratic Services
Rotherham Borough Council
Civic Building
Walker Place
Rotherham
S65 1UF

Economic & Development Services
06 SEP 2006
LR
ATTN
File

Dear Sir

Proposal to Restrict Speed on Kiveton Lane Todwick

With reference to the notice of intention regarding the above.

I would like to make the following 'Objection'.

My Objection to the proposal :-

The proposed forty miles per hour is not low enough.
The restricted speed for the whole length of this road should be thirty miles per hour.

What is the point in having a .326 mile (as metrication of distance is not yet compulsory in this country), stretch at forty mph, between two thirty mph zones? The difference in time to travel this distance at 40 mph as against 30 mph is negligible, which makes a nonsense of having a 40 mph limit as against a 30 mph limit.

The fact that there would be an increase in speed allowed on entry to this stretch would only encourage 'speeding up', with the inherent possibility (probability) of not slowing down when the end was reached.

There should also be methods, other than just signs, installed to ensure the limit is observed - regulation height speed humps, or better still 'dragons teeth' (as they are more effective). It is pointless having a restriction, whatever it is, if it is never enforced - as happens now.

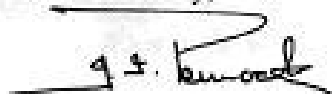
I have been making representation for this stretch of road to be restricted for several years and have had many conversations with Mr R. Baker of Planning & Transport Services Dept. My concern is due to the increase in traffic volume, and its speed, at 'peak times'; 7.30 to 9.00 & 16.00 to 18.00. This increase is due to the considerable housing developments that have been carried out in Kiveton, Harthill and even Clowne - the road being used as a 'feeder' to the A57 & M1. There has also been an increase in HGV traffic - carrying cars, building products and loads of steel. Also since the original derestriction domestic development has taken place approx. halfway along the stretch in question, along with an increased usage of the Kiveton Hall fishing ponds, resulting in more traffic entering and leaving the road.

This .326 mile stretch of road allows totally unrealistic speeds to be built up between Kiveton & Todwick, which are not appreciably reduced when the restricted zone is reached. This is exceedingly dangerous due to the shape of the road through Todwick and the fact that there are eight side junction on to it, each of which is 'blind', or 'semi-blind' in at least one direction.

This problem is not alleviated or aided by the fact that the existing 'speed humps' with-in the village have been lengthened and are lower than regulation height (following self-serving representation by certain residents) and are easily negotiated by modern suspension systems on any type of vehicle, at well above the thirty mph limit. Nor are there any restriction 'repeater' signs through the village.

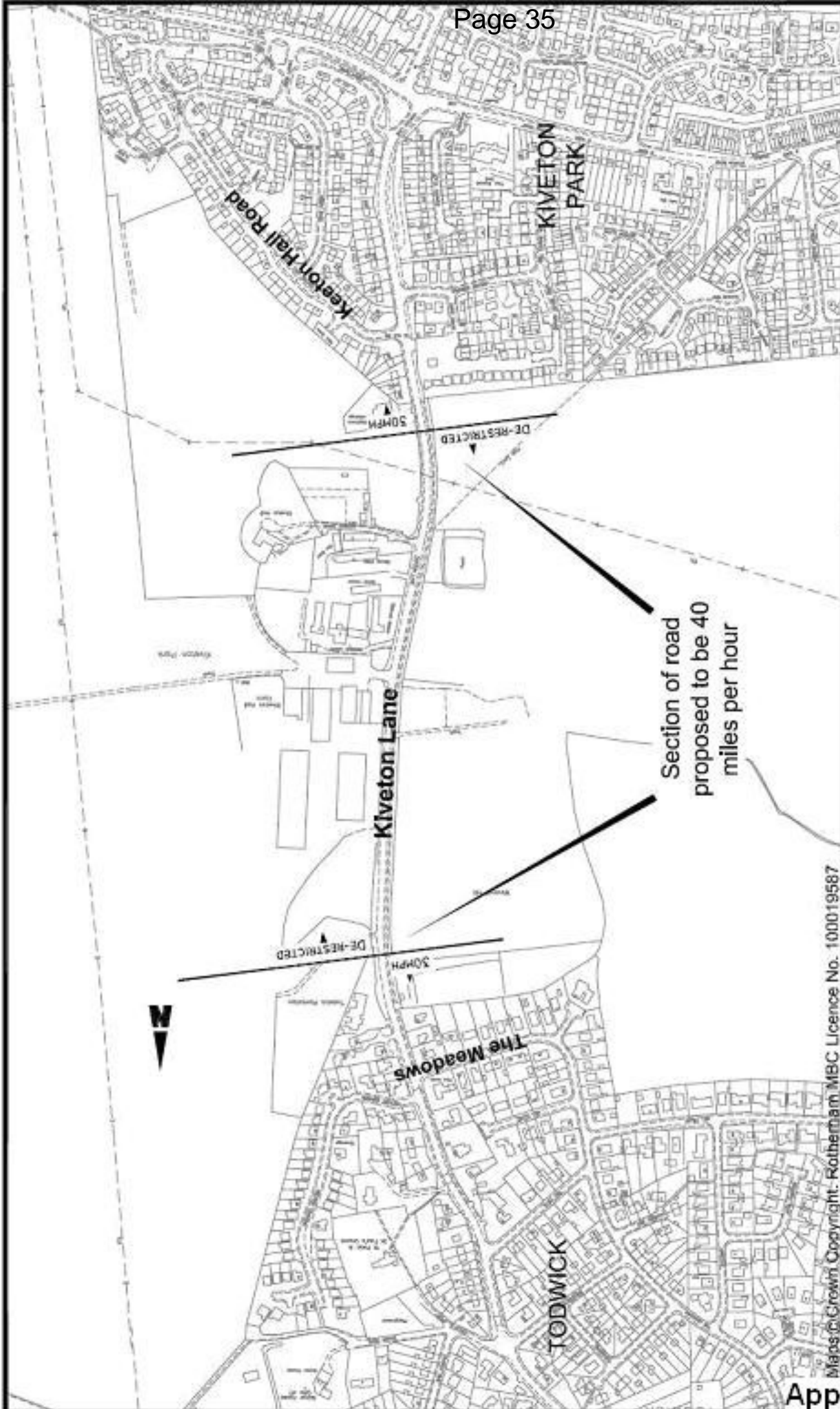
Regarding the present speeding problem - An occasional police presence would help. Nobody I have spoken to can remember when a speed camera was last used in the village. I have asked S. Yorks. Police, under the Freedom of Information Act, when a camera was last used and they seem to be having problems finding the information (perhaps their records do not go back far enough). I have also asked Rotherham Borough Council, under the same Act, what the result of the traffic survey carried out earlier this year were and how they compared to the previous one. I have not, as yet received an answer.

Sincerely,



J I Pennock

Cc: Mr R Baker; Planning & Transport Services Dept. Rotherham Borough Council



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Client:

Rotherham Metropolitan Borough Council
Economic & Development Services
Bailey House, Kawmarsh Road,
Rotherham S60 1TD



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R01 00000000 1000000000

Title Kiveton Lane, Todwick to Kiveton Park

Proposed 40 miles per hour speed limit

Dwg. No. 126/46/TT64

Scale 1:5000

Drawn RB

Date July 06

Chd. by ASB

ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS

1.	Meeting:	Cabinet Member and Advisors Meeting
2.	Date:	27 November 2006
3.	Title:	Rotherham Rights of Way Improvement Plan
4.	Programme Area:	Economic & Development Services

5. Summary

To inform Cabinet Member of the publication of the Rotherham Rights of Way Improvement Plan and to report on the Public Rights of Way Element of the Highway Asset Management Plan (HAMP).

6. Recommendations

- a **that Cabinet Member approves the publication of the Rotherham Rights of Way Improvement Plan.**
- b **the general recommendations for action be agreed for incorporation within the HAMP and the Improvement Plan**

7. Proposals and Details

The Legislation

The Countryside and Rights of Way Act 2000 requires all highway authorities to prepare and publish a Rights of Way Improvement Plan (ROWIP) by November 2007, which must be updated every ten years.

A Rights of Way Improvement Plan must assess:

- The extent to which local rights of way meet the present and likely future needs of the public;
- The opportunities provided by local rights of way for exercise, and other forms of outdoor recreation and the enjoyment of the authority's area;
- The accessibility of local rights of way to blind or partially sighted persons and to others with mobility problems.

Consideration must be given to the whole network of non-motorised routes, not just definitive public rights of way. The whole spectrum of users and journey purposes need to be considered, from disabled access needs to routes to open access land. There are many other routes and sites that are used by the general public for informal countryside access that are not recorded as definitive public rights of way, all of which need to be considered.

Rights of Way Improvement Plans must also include a statement of the action outlining the work the authority proposes to undertake in the management of local rights of way and for securing an improved network of local rights of way, with particular regard to the matters dealt with in the assessment. The statutory guidance also states that the Statement of Action itself should not focus on detailed site specific assessments, but draw broader, generic conclusions, which are then the focus for the future management and development of local public rights of way.

The Publication of the Draft ROWIP

Cabinet Member approved the publication of the Draft Rotherham Rights of Way Improvement Plan on 9 January 2006.

The Draft Rotherham Rights of Way Improvement Plan (ROWIP) was prepared and published in accordance with the 'Rights of Way Improvement Plans – Statutory Guidance to Local Highway Authorities in England' and with the 'Code of Practice on Written Consultations'. The plan was also influenced by a number of other factors including the highway authority's statutory duties and powers and advice and wide ranging stakeholder consultations with Rotherham Local Access Forum, statutory agencies, path user groups, parish councils and other interested parties.

The draft consultation period extended from Monday 30 January to Monday 24 April 2006.

23 groups and individuals responded to the publication of the Draft Rights of Way Improvement Plan. This represents a rate of 7% of the groups and individuals specifically targeted during the consultation.

In addition to members of the public responses were received from;

Groups and Organisations	Rotherham Local Access Forum, Fitzwilliam (Wentworth) Estates, South Yorkshire Passenger Transport Executive, Environment Agency, Peak and Northern Footpath Society Aston Footpath Walkers. Campaign to Protect Rural England
Local Members	Councillor Iain St. John – Anston and Woodsetts Ward
Parish Councils	Laughton en-le Morthern Todwick Letwell Anston Ravenfield
Internal Consultees	Streetpride Service – Trees & Woodlands Section

Views, comments and suggestions were invited on the Draft plan from anyone with an interest in countryside access or in public rights of way – either in a rural or urban context. In particular respondents were asked to comment on 4 elements of the draft ROWIP;

A. Format - Did you find the ROWIP easy to read?

Yes 94% Don't Know - No 6%

B. Scope of the Plan - Does the ROWIP consider all of the issues you would expect it to include?

Yes 70% Don't Know - No 30%

C. The needs of Different Groups– Have the needs of each group been adequately identified?

Yes 76% Don't Know - No 24%

D. Do the proposed actions adequately address the development of the network of local rights of way?

Yes 70% Don't Know 6% No 24%

The comments received originated from a broad spectrum of statutory organisations, path user groups and landowners and as a result reflect a range of view points and suggestions from methods of managing existing public access provision to the

amendment of the improvement plan to meet the aims and goals of other statutory plans and strategies.

Publicising the Rights of Way Improvement Plan

Highway authorities must inform all those who contributed to the preparation of the Draft Rights of Way Improvement Plan to inform them of the publication of the final ROWIP. Local highway authorities are also required to keep a copy available for inspection free of charge and supply a copy to any person who requires one.

Rotherham Highway Asset Management Plan

The Rotherham Rights of Way Improvement Plan has been prepared in accordance with the requirements of the Rotherham Highway Asset Management Plan (HAMP). As with other elements of the highway network the aim of the service is to maintain the public rights of way network to a safe and consistent standard across the borough which is appropriate to the level of usage.

Following a report to Cabinet Member on 31 July 2006 the format to be adopted for HAMP was agreed. The structure of the document was noted to include individual assessments of current service levels, the identification of any gaps in the service provided and options for future service of the individual elements of the highway asset.

This report summarises the assessment and identifies the principal gaps in service identified together with recommendations for improvement and options for future service provision and factors to be considered in determining level of service.

Current Performance

Performance is measured by BVPI No. 178 'Ease of Use' and consistently achieves a high score within the Upper Quartile. The current BVPI 178 score is 93.4%.

Defects identified during routine condition surveys or originating from customer complaints are prioritised and programmed into the works schedule as appropriate. Additional schemes are carried out depending on the identification of suitable alternative funding. Additional infrastructure defects are also prioritised according to disabled accessibility issues.

The seasonal vegetation cutting schedule is implemented throughout the summer and aims to achieve the clearance of 106 paths on a frequency of 4 cuts per season. The number of routes included on the schedule has increased on an annual basis whilst man power has remained unchanged. This often results in a delay in clearing vegetation during the summer months.

The protocol for addressing obstructions and nuisances on public rights of way is outlined in the Public Rights of Way Enforcement Policy and the Ploughing and Cropping on Public Rights of Way – Code of Practice - Rights of Way Act 1990.

A total of 158 informal claims have been submitted to add routes to the borough's definitive map. Claims are continuing to arrive at a rate of approximately 5 per year.

Factors in determining the desired Level of Service

Customer Expectation-

Stakeholder consultation has revealed that path users would like to see

- greater emphasis on maintenance with particular regard to overgrowth clearance.
- a more effective enforcement procedure
- the upgrading of signage
- additional waymarking
- the upgrading of path furniture
- greater disabled access

Life-Cycle Maintenance Options

A large proportion of the public rights of way network is rural in nature and this often has a bearing on the scope of construction and maintenance activities. Whilst urban footpaths are generally maintained to an adoptable standard, the rural network of public rights of way is maintained to a lower standard appropriate to its level of usage. Public Safety, liability and budgetary matters all have a direct impact on maintenance decisions. Environmental considerations further limit the scope of life cycle options as the selection of materials and construction techniques must be appropriate for a rural location.

Survey Data Available

The public rights of way network is surveyed on a 15 monthly cycle using the BVPI 178 methodology. A further disabled accessibility survey is being programmed to take place during the next 15 month cycle.

Current Asset Condition

The current level of service has been categorised as Good to Excellent. However, the lack of vegetation clearance on the wider network has been highlighted as a gap within current service performance. Condition data has also identified shortfalls in the provision of signage and path furniture.

Infrastructure Condition

Infrastructure Item	Total No.	% requiring attention
Finger posts	759	26
Bridges	186	3
Stiles/ Gates	644	20

Service Risks

Despite the public rights of way service being described as good-excellent, condition data indicates that certain elements of network infrastructure require investment. Maintaining current performance will become more onerous unless additional investment in infrastructure can be delivered.

Whole Life Costs (WLC)

Stakeholders support the use of longer life materials even if it reduces the quantity of work possible. WLC principles are considered in the selection of surfacing at locations wherever public paths are upgraded and the selection of surfacing must take account of future maintenance costs.

Network Hierarchy

Rotherham is well served by a varied range of promoted routes from short circular walks for families to long distance multi user routes for the more avid path user.

Sustainability/ Environmental Management

A number of sustainable options for maintenance exist and their increased application forms part of the Streetpride Environmental Action Plan.

Gaps between Current and Desired Service Levels

The public rights of way element of the service is currently rated “**Good –Excellent**”.

Routine Maintenance

The clearance of overgrowth is the main management activity on the public rights of way network. Herbicide is applied to 20.6kms of the network during the spring (5.3% of the network) and the vegetation cutting schedule facilitates the clearance of 37.5kms of the priority network (9.6% of the network). Vegetation clearance on the wider network of public rights of way is only carried out in response to customer reports or identified through the condition survey. Delays are often experienced in the time taken to respond to overgrowth complaints.

Renewal

The BVPI 178 data indicates that 197 public rights of way signs require attention. The identified signs will be replaced at a rate of 24 signs per annum. In addition, the public rights of way signage in some areas of the borough is approaching the end of its life and will soon require replacement.

Stiles and gates identified as requiring either remedial works or replacement will be individually assessed and according to priority replaced according to disabled accessibility issues. Again a delay is often experienced in responding to complaints of defects on path infrastructure.

Improvement

Rights of Way Improvement Plans provide a statement of the action the Council proposes to take in the management of local rights of way and for securing an improved network, with particular regard to the matters dealt with in the assessment.

They are intended to be the prime means by which local authorities identify the changes required in order to meet the Government's aim of improved access to the public rights of way network and the countryside.

The Rotherham Rights of Way Improvement Plan aims to develop, promote and protect a borough wide network of rights of way that meet the present and likely future needs of the public for the purposes of open air recreation, exercise and access to local services.

Priority for Action / Resource Implications

It is clear that the implementation of many of the key actions identified in the Rotherham Rights of Way Improvement Plan will require the allocation of substantial resources. This is especially the case for key actions requiring the addition or amendment of public rights of way.

There are however, some actions which may be delivered within a shorter time scale and within current resources. In broad terms the improvements which Rotherham Borough Council and its partners can best make progress on delivering are those within its control.

In prioritising the key actions, emphasis will primarily be placed on;

- Ensuring that the current rights of way network is well maintained and available to path users.
- Ensuring that the definitive map and statement is up to date and accurately reflects the physical network used by the public.
- Ensuring that the Disability Discrimination Act is implemented wherever reasonably possible.
- Developing the network of multi-user routes.

Increased capacity is required both in the improvement of the current overgrowth clearance schedule and to enable the clearance of overgrowth on the wider public rights of way network. An increased budget allocation would allow a frequency of 4 cuts per season to be restored on the current schedule and it would also allow the clearance of additional identified routes on the wider network on a frequency of 2 cuts per season. The cost of improved overgrowth clearance regime would be £8,700.

Additional resource implications would also be encountered in improvements to infrastructure maintenance and increasing accessibility. The cost of rectifying furniture defects would be £1,300 per annum and budgetary implications of rectifying signage defects would be £3,500 per annum.

Recommendations for Improvement Plan

- Formally adopt the actions identified in the Rotherham Rights of Way Improvement Plan.
- Additional resources provided for the replacement of path furniture will initially be targeted at improving disabled accessibility.

- Maintenance programmes should broadly seek to reflect the pattern of maintenance needs across the borough.
- Current inspection and assessment regimes are carried out in accordance with the BVPI 178 'Ease of Use' Methodology.
- Targets should be set to eliminate the back log of signage defects.
- Priority for improvement works should take account of the Scoring Matrix which is contained in the Rotherham Rights of Way Improvement Plan.
- The current policy of improving the accessibility of the public rights of way network should continue.
- Adopt the protocols outlined in the Public Rights of Way Enforcement Policy and the Ploughing and Cropping on Public Rights of Way – Code of Practice to enable a more accessible public rights of way network.
- Any additional resources provided for the clearance of vegetation from the public rights of way network be utilised to improve the current overgrowth cutting schedule and to clear overgrowth from the wider network according to the nature of the identified path.

8. Finance

There will be resource implications in the recommendations to improve the maintenance and accessibility of the public rights of way network. Calculations have indicated that an additional £13,500 per annum is required to maintain the current high standards for the duration of the ROWIP.

Budget issue papers have been prepared to bid for this funding as part of the Medium Term Financial Strategy (MTFS) process.

Further details on the financial implications of the HAMP in relation to public rights of way service and the implementation of the Rights of Way Improvement Plan are included within the body of the report.

9. Risks and Uncertainties

The overall success of the Rights of Way Improvement Plan could be affected by a number of factors, most notably;

The new legislation only places a requirement on highway authorities to prepare a ROWIP, but authorities are not placed under a statutory duty to implement the plan. Part of the reason is to encourage highway authorities to be innovative in sourcing funding for the identified improvements. If external funding is not identified improvement schemes will largely be limited to small scale improvements on the current network.

The implementation of the ROWIP will be seen by many users as a reflection of the highway authorities commitment to improving public access. The failure to implement the plan will be seen by many users as a negative step and a wasted opportunity to improve access to the borough's countryside and amenities.

Highway authorities are encouraged to use the voluntary co-operation of landowners to secure improvements to the local rights of way network wherever possible. While rights of way improvement plans are mainly concerned with improving rights of way

for the benefit of the users, it is nevertheless important that the interests of land managers are taken into account. The failure to involve landowners will limit the overall scope for improvements.

10. Policy and Performance Agenda Implications

a) Sustainability -

Local rights of way provide a convenient means of travelling, particularly for short journeys, in both rural and urban areas. They are important in the daily lives of many people who use them for fresh air and exercise on bicycle, foot or horse, to walk the dog, for fitness, or visit local shops and other facilities.

The Government have indicated that ROWIPs will be an important step in working towards a more integrated and sustainable transport network. As a result ROWIPs have been identified in statutory guidance as becoming a distinct strand of the Local Transport Planning process.

b) Equalities and Diversity –

The Rights of Way Improvement Plan aims to develop, promote and protect a borough wide network of rights of way that meet the present and likely future needs of the public for the purposes of open air recreation, exercise and access to local services.

In particular the Rotherham Rights of Way Improvement Plan aims to make the most of access opportunities to enable the network to be accessed by the widest possible audience, with particular regard to those with mobility problems.

c) Regeneration –

The plan will assist in increasing the opportunities for sustainable travel, and access to work, school and local services.

The plan aims to improve and develop strategic links between communities and residential areas.

d) Health –

Use of the path network provides a free and accessible means of exercise available to everyone. It is widely acknowledged that as part of a healthy lifestyle, moderate, regular exercise is necessary. In particular walking and cycling are both popular forms of exercise which improve the quality of life and increases the enjoyment gained from the countryside.

e) The Council's political priorities

i) *Regeneration* - Ensuring a safe and well managed efficient highway network is maintained will improve the situation for local residents and promote walking, cycling and horse riding as alternative modes of transport.

ii) *Supporting Sustainable Transport* - In accordance with the South Yorkshire Local Transport Plan, the ROWIP aims to deliver an integrated transport system which is accessible, sustainable and promotes economic, social and environmental well being.

iii) *Revitalising Rural Areas* – Improving economic, social and environmental well-being in rural Rotherham.

11. Background Papers and Consultation

Appendix 1– The Rotherham Rights of Way Improvement Plan

The Rights of Way Improvement Plan has been produced after extensive stakeholder consultation with relevant groups and individuals outlined in the 'Rights of Way Improvement Plans – Statutory Guidance for Local Highway Authorities in England' Regulations.

Further details can also be obtained from the Highway Asset Management Plan for Rotherham (Draft) – Section 8.

Contact Name: Andy Savage, Countryside & Rights of Way Act Officer
Streetpride Service, andrew.savage@rotherham.gov.uk, ext.2932

Appendix 1

Rotherham

Rights of Way Improvement Plan

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Executive Summary

Background

The Countryside and Rights of Way Act 2000 requires all highway authorities to produce a 'Rights of Way Improvement Plan' (ROWIP). The ROWIP is required to contain an assessment of the extent to which local rights of way meet the present and likely future needs of the public, the opportunities provided by local rights of way for exercise and other forms of outdoor recreation and enjoyment of the area and the accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

The statutory guidance also states that the ROWIP itself should not focus on detailed site specific assessments, but draw broader, generic conclusions, which are then the focus of a "statement of action" for the management of local public rights of way and for securing an improved network of paths.

The Process

The process of developing the plan has been influenced by a number of factors, including the statutory ROWIP guidance, the highway authority's statutory duties and powers, Countryside Agency advice and wide ranging stakeholder consultations with Rotherham Local Access Forum, statutory agencies, path user groups and parish and town councils.

The delivery of significant improvements to non motorised transportation in Rotherham will be dependant on working in partnership. The contributions required from both internal and external partners are considered in detail.

The Assessment

The Rotherham ROWIP identifies and evaluates the needs of various users and summarises the current levels of public rights of way and recreational countryside access provision. Some of the key issues identified in the assessment were:-

- The considerable scope and demand to develop facilities on the urban fringe and in rural areas,
- The network available to horseriders and cyclists is limited,
- The network of local rights of way are generally inaccessible to disabled users,
- The strong public demand to develop circular routes,
- Many vehicular routes which have to be crossed or traversed are not suitable for non motorised users,
- In areas the definitive map and statement does not accurately depict the nature and location of public use on the ground.

The core of the plan is a Statement of Action, which outlines the work the authority proposes to undertake to secure an improved network of local rights of way and access opportunities.

Implementation

Under the Countryside and Rights of Way Act 2000, Rotherham Borough Council has a statutory duty to prepare and publish a Rights of Way Improvement Plan, but not to implement a plan. However, developing and publishing a ROWIP will enable the Streetpride Service to seek external funding for access improvements. Such funding would be in addition to existing central public rights of way funding which is used to undertake statutory duties.

The Government have indicated that ROWIPs will be an important step in working towards a more integrated and sustainable transport network. As a result ROWIPs have been identified in statutory guidance as becoming a distinct strand of the Local Transport Planning process with full integration expected from 2010 onwards.

Vision Statement

To develop, promote and protect a borough wide network of rights of way that meet the present and likely future needs of the public for the purposes of open air recreation, exercise and access to local services.

In particular the Rotherham Rights of Way Improvement Plan aims to:-

- Provide a rights of way network which is correctly recorded, easy to follow, free from obstruction and safe to use.
- Develop a network which meets the needs of local users and visitors to the borough whilst retaining the character of the countryside.
- Make the most of access opportunities to enable the network to be accessed by the widest possible audience, with particular regard to those with mobility problems.
- Increase opportunities for sustainable travel, for leisure and access to work, school and local services.
- Ensure that proposals and schemes are prioritised and implemented to meet the needs and aspirations of the population to deliver maximum benefit within available resources.
- Promote and encourage respect and understanding between path users and occupiers in order to minimise conflict.

1. Introduction

1.1 Legislative Framework

1.1.1 Under the Countryside and Rights of Way Act 2000, highway authorities must prepare and publish a Rights of Way Improvement Plan by November 2007, which will be updated every ten years. Section 60(1) of the Act states that:

“Every local authority other than an inner London authority, shall within five years after commencement of this section, prepare and publish a plan, to be known as a rights of way improvement plan”

1.1.2 A Rights of Way Improvement Plan must assess:

- The extent to which local rights of way meet the present and likely future needs of the public;
- The opportunities provided by local rights of way for exercise, and other forms of outdoor recreation and the enjoyment of the authority’s area;
- The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems.

1.1.3 In order to do this, highway authorities need to consider the whole network of routes, not just definitive rights of way. They need to look at the whole spectrum of users and journey purposes, from disabled access needs to routes to open access land. There are many other routes and sites that are used by the general public that are not recorded as definitive public rights of way.

1.1.4 Rights of Way Improvement Plans should also include a statement of the action the Council proposes to take in the management of local rights of way and for securing an improved network, with particular regard to the matters dealt with in the assessment.

1.2 Geographical Context

1.2.1 The rights of way improvement plan will cover the entire borough of Rotherham.

1.2.2 Rotherham Metropolitan Borough is situated in South Yorkshire and covers an area of approximately 118sq miles. It shares boundaries with the boroughs of Doncaster, Barnsley and Sheffield and with the Counties of Nottinghamshire and Derbyshire. The borough incorporates a varied pattern of landscapes from dense industrial and residential areas to extensive areas of open countryside.

1.2.3 The land use patterns have largely been shaped as a direct result of the topography and geology of the area. Large areas of the Don Valley and Rother Valley have been extensively industrialised. Other areas in the borough have been subject to industrialisation mainly as a result of coal mining in the villages and satellite towns surrounding Rotherham town centre.

- 1.2.4 Despite the borough having a rich industrial heritage, 70% of its area is made up of land of a rural nature. The most extensive areas of countryside are situated to the east and south of the town and in an area to the north of the town centred around Wentworth. These areas are predominantly comprised of arable farmland and pasture land with pockets of deciduous woodland.
- 1.2.5 The countryside in the borough absorbs much of the recreational pressure from the surrounding built up areas. The borough's 400km of definitive rights of way play a significant part in the public's enjoyment of the wider countryside. In addition to the public rights of way network, the public have access to a number of linear routes and countryside sites. Towpaths, permissive paths and environmental stewardship paths all increase opportunities for members of the public and visitors to access attractive areas of countryside.
- 1.2.6 The public rights of way network is also part of the local transport infrastructure and provides paths away from busy roads linking residential areas and local facilities. Local rights of way are both a significant part of the borough's heritage and a major recreational and transport resource.

2. Policy Context

2.1 The Countryside & Rights of Way Act 2000

2.1.1 The Countryside & Rights of Way Act 2000 (CROW Act) is a balanced package of measures that allow people to enjoy more of the countryside whilst providing safeguards for landowners and occupiers. It has created a new statutory right of access and modernised the rights of way system.

2.1.2 The act is divided into 5 parts;

- Part I - Access
- Part II - Rights of Way
- Part III - Nature Conservation and Wildlife Protection
- Part IV- Areas of Outstanding Natural Beauty
- Part V- Miscellaneous – Town and Village Greens

2.1.3 The statutory duty to produce a Rights of Way Improvement Plan (ROWIP) is included within Part 2 of the Act.

The Right to Roam

2.1.4 Part I of the Act gives people the ‘right to roam’ on foot across mountain, moor, heath and down, in addition to registered common land. More information relating to the provision of open access land in Rotherham can be found in section 5.5.9.

Changes to Rights of Way Law

2.1.5 Part II of the CROW Act changes public rights of way law in a number of ways including, introducing a cut off date for recording historic rights of way, providing greater access opportunities to existing routes for people with mobility problems and amending enforcement procedures to combat driving motor vehicles off road and failing to remove obstructions.

Local Access Forum

2.1.6 Part V of the CROW Act requires the highway authority to set up an independent Local Access Forum (LAF) for the borough which will provide:

“advice as to the improvement of public access to land in that area for the purpose of open air recreation and enjoyment of the area, and any other matters as may be prescribed”.

2.1.7 The forum members are volunteers drawn from a variety of local groups of walkers, cyclists, horseriders and disabled groups as well as farmers, landowners, and representatives of other relevant local interest groups.

2.1.8 The Rotherham Local Access Forum was established in May 2003.

2.2 Plans & Strategies

2.2.1 There are many plans and strategies in Rotherham that are relevant to the rights of way improvement plan (ROWIP). Some of the plans have a direct link to the ROWIP whereas others are more indirectly linked.

2.2.2 Identifying and reflecting the policies in other relevant documents will lend weight to funding bids from within the local authority and from bodies with complementary aims and objectives. It also provides opportunities for partnership working and the pooling of resources.

2.2.3 In establishing the strategic context of the ROWIP a wide range of other strategies, plans and sources of information have been examined, these included the relevant sections of;

- The Rotherham MBC Corporate Plan
- South Yorkshire Second Local Transport Plan 2006-11
- Rotherham Unitary Development Plan – Adopted version 1999
- Countryside Traffic Management Strategy
- Rotherham Cycling Strategy
- South Yorkshire Road Safety and Casualty Reduction Strategy 2006-2011
- South Yorkshire Forest Plan
- Rotherham Primary Care Trust - Physical Activity, Healthy Eating and Obesity Strategy
- The Milestones Statement for Rotherham
- Rotherham Biodiversity Action Plan 2004
- Strategic Framework for the Future Management of Trees and Woodlands in the Yorkshire and Humber Region

2.3 The Corporate Plan

2.3.1 The plan sets out the policy direction for the Council's activities and outlines the Council's priorities. The plan directly supports the vision and overall objectives of the Community Strategy for Rotherham in its aims of shaping and improving service delivery and performance.

2.3.2 The Corporate Plan adopts the following broad themes;

- A Learning Council – which listens, learns and is progressive.
- An Achieving Council – demonstrating leadership and ambition for Rotherham.
- A Council which is alive, passionate and visionary.
- A Safe Council – demonstrating honesty and integrity.

- A Proud Council – proud of the borough, our work and our staff.
- A Council which will ensure sustainable development and fairness in all of our work.

2.3.3 At the heart of the Corporate Plan is a series of action plans for each of the vision themes describing what the main objectives, targets and actions will be over the period up to 2010. A number of these objectives will have a direct link to the Rights of Way Improvement Plan.

Achieving –In accordance with the South Yorkshire Local Transport Plan, deliver an integrated transport system which is accessible, sustainable and promotes economic, social and environmental well being.

Alive – Increase the number of adult residents and young people participating in cultural activity who feel it improves their quality of life.

Further develop the use of country parks, urban parks and other leisure and cultural offerings.

Safe – Reduce the number of people killed and seriously injured on the roads in line with the targets set out in the Local Transport Plan.

Proud – Promote the borough to increase economic activity from tourism.

Sustainable Development – Ensure that sustainable development is integrated in all council plans, services and actions.

Fairness – Encourage the development of an inclusive and cohesive borough.

2.4 South Yorkshire Second Local Transport Plan 2006-11

2.4.1 In November 2002 DEFRA announced that, in order to ensure the long term sustainability of the rights of way network and to reduce the number of separate planning requirements, rights of way improvement planning would be incorporated into the local transport planning process from 2005 onwards.

2.4.2 Rights of way play an important part in the accessibility of both rural and urban areas, and the ROWIP will need to address how the LTP can support their maintenance and improvement in order to meet LTP objectives in rural, as well as urban areas.

2.4.3 LTP funding will be used to assist with the implementation of the plans where schemes are shown to contribute to meet LTP targets and objectives. Whilst the 4 South Yorkshire ROWIPs have a remit beyond the LTP there are a number of aspects of the ROWIPs that are relevant to the 4 shared transport priority themes. Also ROWIPs can deliver improvements in wider accessibility, and help social inclusion, through improving and expanding the rights of way network by:-

- Improving accessibility for mobility and sensory impaired use (eg by undertaking works on strategic routes to upgrade to full accessibility standard and improving wider accessibility especially in relation to social inclusion) through improving and exploring the network;
- Improving road safety through identifying, developing and promoting connecting cycle routes, safer routes to school and other walking and cycle routes;
- Assisting economic regeneration by developing South Yorkshire as a recreation and tourist destination;
- Improving quality of life by promoting use of the network as part of a healthier lifestyle.

2.4.4 Although the ROWIPs are specific to each of the South Yorkshire Partners, 25 aims have been identified to which all 4 ROWIPs subscribe. In addition the South Yorkshire ROWIPs share three main priorities;

- Ensure the implications of the Disability Discrimination Act, where it applies to the Countryside and Rights of Way Act, are addressed.
- Develop the network of multi-user routes.
- Increase maintenance of the network.

2.4.5 The inclusion of Accessibility Planning in the Local Transport Plan has helped initiate a move from 'transport' in isolation towards an approach to access and transport as key enablers for successful and economic, social and environmental transformation.

2.5 Rotherham Unitary Development Plan and the Local Development Framework

2.5.1 The Planning and Compulsory Purchase Act introduces major changes to the way the planning system operates and the current Rotherham Unitary Development Plan will eventually be replaced by a new Local Development Framework. The Council intends to prepare a limited number of new development plan documents and save the most upto date features of the present UDP for revision in the coming years.

2.5.2 Rotherham's operative development plan is the present Unitary Development Plan adopted in June 1999. With regard to transport the UDP aims to improve safety and design within the pedestrian environment, in order to help to encourage walking and cycling and create better access for people with disabilities.

2.5.3 With reference to non motorised transport and outdoor recreation the relevant policies are;

Policy ENV 5 Urban Greenspace

The Council will seek to retain and enhance open space which is of importance from a recreation, conservation and amenity point of view, but which is not afforded green belt protection. The development of such land will only be allowed in exceptional circumstances.

Policy T2 Major Road Schemes and Highway Improvements

Local highway improvements will be promoted which support traffic calming and amenity benefits in residential areas, create improvements for more vulnerable road users, including pedestrians, people with disabilities and cyclists and enhance road safety.

Policy T4 Traffic Management

The Council will promote comprehensive traffic management and road safety schemes as a means of increasing a safe environment for pedestrians, cyclists and achieving benefits for air quality.

Policy T6 Location and Layout of Development

In considering the location of new developments, the Council will have regard to the increasing desirability of reducing travel demand by ensuring that a range of services and facilities are available in local villages and local centres with safe and convenient access for pedestrians, cyclists and people with disabilities.

Policy T7 Public Rights of Way

The Council will safeguard, maintain, promote and, where appropriate, create footpaths, cycleways and bridleways as a means of serving local communities, linking areas of urban greenspace and improving access to the countryside for recreation purposes. Proposals for the diversion or rationalisation of routes will be supported if they are in the public interest and in keeping with local land management and planning requirements.

Policy T8 Access

The Council will seek to meet access needs of people with mobility and sensory handicaps by promoting careful design and improved provision in both the refurbishment and development of buildings, open spaces, community facilities and transport networks through the development process and in the course of public delivery.

Policy CR2 Recreation Provision

The Council will seek to enable a range of recreation and leisure opportunities to be realised through the local authority, private sector and local community partnerships, wherever appropriate to meet the aspirations of the resident population and in particular to provide for the needs of identified target groups including people with disabilities.

2.6 Countryside Traffic Management Strategy

2.6.1 The Countryside Traffic Management Strategy aims to “develop a transport network and safer conditions for those who live, work and visit the countryside to help protect and enhance its character and communities”.

2.6.2 The main aims of the strategy affecting non motorised traffic management are;

- Areas for dedicated Quiet Lanes and Greenways in Rotherham and South Yorkshire will be investigated and where possible, implemented.
- To produce a better environment for pedestrians in rural areas.
- To promote the rural cycle network to facilitate a modal shift from car to bicycle, and to encourage increased leisure cycling to improve health and boost the rural economy.
- To implement a high quality network of strategic horse routes and have regard for equestrian activities in all our working and activities.
- To reduce exclusion by developing and working towards a more equitable rural transport network.

2.7 Rotherham Cycling Strategy

2.7.1 The overall aim of the cycling strategy is to encourage more people to cycle and reduce the over dependence on the private car. The strategy deals with the realities and possibilities of cycling in the borough based on what will be achievable on the local road and public rights of way network.

2.7.2 The Rotherham Cycling Strategy hopes to develop:

1. A cycling network that goes where cyclists want to go and provides a choice of routes to suit individual needs and riding abilities.
2. A network that meets the following needs:
 - **Direct** – direct routes to destinations with few detours.
 - **Safe** - road safety, social safety, safety of other vulnerable road users.
 - **Comfortable** – allow rapid flow with very few energy wasting stop and starts.
 - **Comprehensive** - a continuous route from journey start to journey end.
 - **Attractive** – make it pleasant to go cycling.

2.8 South Yorkshire Road Safety and Casualty Reduction Strategy 2006-2011

2.8.1 The Road Safety Strategy sets out a coherent approach to reducing road casualties and improving the safety of vulnerable road users. The strategy brings together the policies, projects and initiatives that will be deployed to tackle the various problems, builds on the South Yorkshire Safety Improvement Plan and the work on shared priorities completed in Spring 2004. and is intended to contribute towards achieving government targets for reducing road accident casualties.

2.8.2 The strategy is based on the policies set out in the South Yorkshire Local Transport Plan and Tomorrow's Roads – Safer for Everyone (the Government's Road Safety Strategy) and is intended to contribute towards achieving government targets for reducing road accident casualties.

2.8.3 The Council will work towards achieving road safety targets by concentrating on vulnerable road user groups and on areas where road safety is a particular concern.

2.8.4 These include:-

- Children and Young People
- Motorcyclists
- Disadvantaged Areas
- Urban Areas
- Rural Areas
- Workplace road safety

2.9 South Yorkshire Forest Plan - 2002

2.9.1 The South Yorkshire Forest Partnership aim to create high-quality environments by diversifying land use, revitalising landscapes, enhancing biodiversity and providing new opportunities for leisure, recreation, cultural activity, education, healthy living and social and economic development.

2.9.2 Rotherham Borough Council has already committed itself to working toward the South Yorkshire Forest Plan. The Unitary Development Plan Policy ENV6 "Community Forest: The Council will support the development of the South Yorkshire Forest."

2.9.3 The plan recognises the current network of rights of way and missing links associated with industrial activity, the fragmented nature of the bridleway network and the lack of long distance and circular routes.

2.9.4 The aims of the South Yorkshire Forest Plan Recreation and Access Policies are to facilitate;

"Accessible countryside, and woodland in particular, with facilities, services and information that make formal and informal countryside recreation and sport available to all sectors of the community and contribute to a healthy society."

2.9.5 The specific Recreation and Access policies are;

Policy R1

Develop an extensive and comprehensive network of access routes across the forest, particularly those linked with people's homes and those designed for a range of users including bridle and cycle paths.

Policy R2

Ensure that every resident has access to woodland or wooded areas within easy reach of their home.

Policy R3

Promote the use of non-motorised access for work, commuting and leisure.

Policy R4

Promote informal outdoor recreation.

Policy R5

Increase opportunities for formal sport in the countryside.

Policy R6

Give particular encouragement to sectors of the community who have poor access to a high quality environment and to those who are under-represented in their use of the countryside for recreation and support.

Policy R7

Increase usage of existing local outdoor leisure and tourist attractions, improve accessibility and enhance the range of the facilities available.

Policy R8

Promote the health benefits offered by the recreational opportunities and conservation activities in the Forest.

3. Different Users and Their Needs

3.1 Walking

3.1.1 Walking is the most popular recreational activity in the countryside. It is also a valuable alternative mode of transport in urban areas providing access to local amenities. The Rotherham rights of way user survey found that 74% of non motorised journeys in the countryside are on foot.

3.1.2 The UK Day Visits Survey 1996 found:

- There are approximately 652 million walking day trips each year
- Walking accounts for 18 times more journeys than cycling

3.1.3 The rights of way user survey found that most walkers undertake journeys of between 3 and 5 miles, although a notable number undertake longer journeys of between 6 and 10 miles. 94% of current walkers describe their map reading skills as being average to excellent. Safety is a prominent issue and 65% of walkers prefer using segregated routes which are only available to pedestrians.

3.1.4 Over 76% of pedestrian journeys in the Rotherham countryside are for the purposes of recreation and fitness. Whilst motor cars are used as a means of gaining access to the start of a walk, most pedestrian journeys actually start from home.

3.1.5 Walking is an activity which a substantial proportion of the population undertake on a regular basis. Pedestrian access varies between rural and urban areas both in nature and use pattern. However there is an over all requirement for a traffic free environment. This is particularly true of rural areas where the absence of road side pavements in many areas presents a potential conflict between walkers and vehicular traffic.

3.1.6 Nearly all journeys involve some walking often to connect with other modes of transport. 78% of journeys of under 1 mile are made entirely on foot (National Travel Survey). To enable such journeys in urban areas pedestrians require safe routes to allow better access to attractions and facilities.

3.2 Cycling

3.2.1 In Rotherham the Rights of Way User survey found that 11% of non motorised journeys are made by cyclists. Cyclists generally travel greater distances than horse riders or walkers with 66% of cycling trips being in excess of 6 miles.

3.2.2 The UK Day Visits Survey 1996 found that:

- 32% of the population own a bicycle
- At least one bicycle is available to 50% of homes
- 1.6 million people ride daily

- 5.4 million people ride weekly

3.2.3 The fragmented nature of the public bridleway network prevents cyclists from undertaking a substantial journey without riding on busy vehicular roads. Even allowing for the network of lightly trafficked minor highways, it is generally difficult for cyclists to find attractive, convenient and safe networks of routes. Cyclists are often forced to cross vehicular carriageways at grade or cycle along the carriageway itself in order to connect to an onward route. This increases the potential for conflict between cyclists and vehicular traffic.

3.2.4 A diverse range of cyclists of varying abilities regularly undertake journeys from family groups to the more serious enthusiast. The needs of each group of cyclists are notably different and a wide spectrum of improvements are required including;

- The improvement of existing public bridleways
- The creation of additional traffic free bridleways and cycle tracks
- Safety improvements to vehicular highways
- The publication of promoted routes leaflets
- The creation of suitably long circuits and linear routes

3.3 Horse Riding

3.3.1 The Countryside Agency's rights of way use and demand survey showed that 5 per cent of households have at least one member who participates in horse riding. The Rotherham rights of way user survey found that 10% of rural non motorised journeys are made on horse back.

3.3.2 The User Survey highlighted that the vast majority of horse riders ride at least once a week and undertake journeys of between 1 and 3 miles although a notable proportion of horse riders undertake journeys between 3 and 10 miles.

3.3.3 Despite 86% of horse riding journeys starting from home a substantial section of the horse riding community utilise a horse box and experience difficulties finding suitable parking sites.

3.3.4 Horse riders were asked for their opinion on 'tolling riding' in which riders would pay a private landowner a modest amount to use a network of paths on a permissive basis. The majority of horse riders indicated that they would be willing to pay to use additional routes, but in exchange they would require the use of an extensive network.

3.3.5 The survey also highlighted that horse riders have a greater reliance on the public bridleway network than cyclists. All of the horse riders who responded indicated that every journey involves riding on public bridleways.

- 3.3.6 It is likely that this is an indication of the vulnerable nature of horse riding and that a traffic free environment is the main priority. However, the fragmented nature of the public bridleway network, combined with the need to reach destinations lying close to or within built-up areas, means that riders have no alternative but to use vehicular roads. Any journey of a significant length involve riding across or along unsuitable roads and riders regularly encounter conflict with motor vehicles. The lack of a suitable management regime of roadside verges further limits the facilities available to horse riders and increases the need to ride on the carriageway.
- 3.3.7 All of these factors increase the potential conflict with motor vehicles, not only for less experienced riders but also in some hazardous situations for more experienced riders on a reliable horse. Data collected by the British Horse Society indicates that nationally there is the equivalent of eight road accidents a day involving horses.
- 3.3.8 The requirements of horse riders and cyclists can be described in a similar way. However horse riders also require;
- Focussing efforts on areas surrounding stables and livery centres
 - Horse box parking
 - Gates of a type and condition suitable for opening without dismounting

3.4 Carriage Driving

- 3.4.1 The rights of way user survey found that only 1% of non motorised journeys in the borough's countryside are made by carriage drivers. The network of suitable routes available to carriage drivers in the borough is limited and even allowing for the network of lightly trafficked minor highways, it is generally difficult for carriage drivers to find attractive, convenient and safe networks of routes.
- 3.4.2 The limited network and dangers associated with carriage driving on busy roads may account for the low level of usage in the borough. Carriage drivers tend to be vulnerable users of the road due to their slow speed and width which they occupy on the carriageway making them a considerable obstacle to other vehicular traffic.

3.5 Disabled Access

- 3.5.1 Relatively few rights of way are currently suitable for use by those with mobility problems. A major limitation on use is the number of stiles, steps, heavy farm gates and narrow bridges on rights of way.
- 3.5.2 Opening up the countryside to disabled users will involve considering a range of disabilities from blind or partially sighted users and others with mobility problems. It will also be necessary to include parents with pushchairs and any able bodied users accompanying disabled users who are affected by the constraints of the network.
- 3.5.3 The nature of the working countryside and characteristics of the rights of way network itself means that there will always be barriers to some users on many rights

of way. Routes in remote or hilly areas may be accessible by only the more mobile user and restrictive land use practices further limit the accessibility of many routes.

- 3.5.4 From October 1 2004 the Disability Discrimination Act 1995 classified public rights of way as a service. Service providers must take responsible steps to remove, alter or provide reasonable means of avoiding physical features that make it impossible or unreasonably difficult for disabled people to use a service.
- 3.5.5 However, it must be emphasised that disabled use is not restricted to just those who walk or use wheel chairs. Horse riding, cycling and motorised scooters are all methods of transportation used on the path network by those with physical disabilities.
- 3.5.6 Section 69 of CROW Act 2000 places a duty on local highway authorities to have regard to the needs of people with mobility problems when authorising the erection of barriers on footpaths or bridleways.
- 3.5.7 The accessibility of the network to all classes of users can be greatly improved by ensuring the least restrictive option when providing access structures. The modification of path furniture is a relatively straight forward way of increasing access to disabled users with less limiting disabilities, elderly users and family groups with push chairs.
- 3.5.8 Increasing access to users with mobility impairment can often be as much about improving awareness, confidence and links with transportation as actual physical improvements to the network itself.
- 3.5.9 As a concept providing access to users with mobility impairment can be a wide ranging issue and consideration needs to be given to users with varying degrees of mobility. The rights of way user survey and information from disabled organisations highlights three general areas for attention;
- **Route Condition** – A good quality path surface of a suitable width, with minimal cambers and gradients and disabled friendly barriers and access features.
 - **The provision of information** – Availability of publicity and information regarding the suitability of the network so that people with mobility problems are encouraged to make use of public rights of way and can make informed decisions about which paths are suitable for their degree of mobility.
 - **Facilities** – Parking and toilets suitable for disabled users toilets and other associated infrastructure.

3.6 Recreational Motoring

- 3.6.1 Lawful public vehicular use is confined to only 5 per cent of the national rights of way network. The level of legitimate motor vehicle usage in the borough is low and the rights of way user survey did not identify any recreational motor vehicle users.

- 3.6.2 Many areas around the borough suffer from off road motor cycling on public rights of way and across private land. Such usage often alters the public and landowner perception to legitimate vehicle usage in the countryside.
- 3.6.3 Walkers and riders meeting legitimate vehicles often feel their presence in otherwise quiet rural areas is inappropriate and detrimental to their own enjoyment of the countryside. Visible surface damage by vehicles often leads to calls for the prevention of vehicular access. However, damage to the surface of lanes is not always caused by recreational vehicular users. Much damage is as a result of use by agricultural vehicles and private access and the damage would not be prevented by excluding recreational vehicles.
- 3.6.4 The provision and management of unsurfaced roads for motor vehicles often leads to difficulties not directly associated with legitimate vehicular access. Lanes on the urban fringe and in the adjacent countryside are often used for fly tipping or as a place to dispose of abandoned vehicles.
- 3.6.5 There is now pressure from user groups for local authorities to work within the current legislative frameworks and for vehicular highways to be accurately recorded on the definitive map.
- 3.6.6 There is not significant scope to provide additional facilities for recreational motorists in the borough. It is more realistic to ensure that the current off road vehicular network is well maintained, signed and legally accessible to motorised users where appropriate.

3.7 Non Users

- 3.7.1 There are numerous reasons why some sections of the population choose not to use the local rights of way network. Participation would increase if users were provided with more information and improved facilities, whilst other non users have no desire to participate.
- 3.7.2 To enable potential users to enjoy the benefits of open air recreation it is necessary to first understand the reasons for not using the countryside.
- 3.7.3 It is difficult to identify non users of the countryside and examine the reasons why they choose not to utilise local rights of way. However, the rights of way user survey identified a number of reasons why current users feel reluctant to use the network and many of these reasons may also be relevant to non users. These issues can be separated into three distinct categories;

Physical	Don't like walking across crops	19%
	Paths obstructed	25%
	Busy road crossings	11%
	High traffic levels on rural roads	15%
	Lack of safe parking	20%
Information	Don't know where the paths are	16%
	No local network	16%

Perceived	Scared of getting lost	6%
	Feel intimidated	9%

- 3.7.4 The range of physical difficulties faced by individuals is wide ranging and encompasses a variety of reasons from specific disabilities to more general reasons such as the remote nature of rural locations. A significant proportion of the population are prevented by ill health from walking and riding.
- 3.7.5 Whilst the use of the rights of way network is free many low income families often have difficulties with the cost of travelling to access the countryside.
- 3.7.6 Ethnic minority groups are often recognised as being amongst the most under represented in the countryside. Very often minority groups are deterred from using the countryside due to language difficulties, or by a lack of understanding of their particular culturally related needs.

4. Use and Demand

4.1 Population Influence

- 4.1.1 The population of Rotherham is approximately 248,000 (source 2001 census).
- 4.1.2 Rotherham's population is ageing with fewer people in many younger age brackets.
- 4.1.3 The unemployment rate at the last census date was 3.1% for the 'white' population and 7.5% for the 'non-white' population.
- 4.1.4 The population of black and ethnic minority groups varies throughout the borough. Black and ethnic minority groups constitute 3% of Rotherham's population.
- 4.1.5 The borough's population is generally centred on the Don Valley corridor. However a notable proportion of the population also live and work in a number of smaller satellite towns and villages throughout the borough.
- 4.1.6 The substantial urban population places great pressure on the countryside and the access network within it. It also introduces the opportunity for utilitarian use to work, school and local amenities.
- 4.1.7 Population centres in neighbouring borough's and counties lying adjacent to the Rotherham boundary also provide additional demand on the borough's network of local rights of way. This is particularly true of the Hoyland area of Barnsley, the Killamarsh area of North East Derbyshire and the Mosborough townships and Handsworth area of Sheffield.

4.2 Socio Economic Profile and Social Exclusion

- 4.2.1 Social Exclusion is the result of a number of factors which combine to prevent individuals from benefiting from the opportunities that most people take for granted. These factors include low income, poor health, lack of education, difficulties in reaching services and no involvement in decisions which affect their future.
- 4.2.2 The traditional barriers to taking part in countryside access include;
 - Unemployment and poverty,
 - Lack of private transport,
 - Lack of information,
 - Lack of public transport,
 - Scared of the unknown.

Table 4.1 A Comparison of Key Population Statistics*Source: 2001 Census*

	% of Population	
	Rotherham	England/Wales
Households without a car	29.7	26.8
People with a long term illness	22.4	18.2
Unemployed	3.9	3.4
Retired	14.5	13.6
No qualifications	36.8	29.1

- 4.2.3 According to the Department of the Environment, Transport and the Regions (DETR) index of Local Deprivation, Rotherham ranks as the 50th most deprived Local Authority in England.
- 4.2.4 Significant equalities exist between communities in Rotherham partly due to the economic legacy of mine closures and major industrial restructuring of the 1980s and 1990s. Rotherham contains 6 wards in the top 10% of national index of deprivation and these are considered as priority areas for regeneration. These areas are often characterised by lower educational attainment levels, employment rates, higher burglary and reduced life expectancy than the national average.
- 4.2.5 Paradoxically, whilst economically poor areas suffer from multiple deprivation, they often have good public transport reflecting low levels of car ownership. Low levels of car ownership in these areas also create a greater reliance on walking and cycling for local journeys.
- 4.2.6 Transportation is a key element in the regeneration process by providing access to employment opportunity and ensuring that new and existing employment is accessible without causing congestion. The overarching themes of the LTP2 include the reduction of congestion and improvement of the efficiency of the transport network and the maintenance of a transport network to ensure the safe and efficient movement of people.
- 4.2.7 The Neighbourhood Renewal Strategy and Housing Market Renewal aims include;
- Narrowing the gap between the most deprived neighbourhoods and the rest of the country,
 - Providing everyone with a genuine opportunity to benefit from a better quality of life,
 - Focussing action and resources into disadvantaged areas,
 - Focussing on improvements against national and local targets covering jobs, education, unemployment, crime, health, housing and the environment.
- 4.2.8 Women comprised 41% of participants of the rights of way survey. The requirements of male and female users are generally very similar. However, the feeling of vulnerability is sometimes experienced by a small number of female users, especially those who walk or ride in remote rural areas. 9% of women indicated that they felt intimidated whilst in the countryside. It is likely that this

figure is quite low because the majority of women (87%) walk or ride as a part of a larger group.

4.3 Recreation

- 4.3.1 The countryside is a popular and appealing location for a wide range of leisure activities. Nationally half of all visits take place within five miles of home, and with three out of the four people living in urban areas this demonstrates the importance of the local countryside around towns.
- 4.3.2 The countryside in the borough is a valuable recreational resource both for local residents and visitors to the area. The recent user survey indicated that many people make regular trips into the countryside surrounding the town.
- 4.3.3 In addition to countryside access on linear routes there is also a strong public reliance on countryside sites within the borough which attract many visitors. Rother Valley, Thrybergh and Ulley Country Parks, Roche Abbey and Wentworth village are all popular 'honey pot' destinations for day visits and offer a variety of activities.
- 4.3.4 Path users and visitors to the countryside also make a contribution to the rural economy in Rotherham. The user survey found that 41% of users spend between £1 and £5 and 16% spend between £6 and £10 on each trip. Users are often customers in village pubs and local businesses and shops.

4.4 Health

- 4.4.1 Use of the path network provides a free and accessible means of exercise available to everyone. It is widely acknowledged that as part of a healthy lifestyle, moderate, regular exercise is necessary. In particular walking and cycling are both popular forms of exercise which improve quality of life and increases the enjoyment gained from the countryside. Everyone can benefit from exercise regardless of age, size or physical condition.
- 4.4.2 An ICM poll commissioned by the Ramblers Association in 2000 discovered that 66% of the Yorkshire population walk as a main form of exercise. The Department of Culture, Media and Sport Strategy Unit Report 2002 indicates that nationally a 10 per cent increase in adult activity would save approximately 6,000 lives saving £500 million pounds per year.

4.5 Commuting and Utility Use

- 4.5.1 In Rotherham many people rely on the motor car as a means of travelling to work. Only 8% of people walk to work and 1% ride a bicycle to work (source 2001 Census).
- 4.5.2 Despite 30% of households not possessing a motor car, potential path users are deterred from undertaking walking and cycling journeys by a number of factors. These factors most notably include;

- **Walking distances** - The distance a person will be prepared to walk or cycle will always be the deciding factor.
- **The dominance of motorised transport** - For many years transport policy has focused on the provision for the private motor vehicle at the expense and neglect of other modes of transport, including walking and cycling.
- **Increasing car ownership, car use and suburban lifestyles** - The move to suburban housing locations brought about by greater income has distanced people from essential services.
- **Declining travel by public transport** - The increase in provision for the car has corresponded with a decrease in funding for public transport and a general deterioration in the quality of service.
- **Personal security/crime concerns** - Real or perceived fears of violence, particularly at night, encourages many people to use alternative modes of transport.
- **Road safety issues** - Increased vehicle volumes and greater speeds create barriers to pedestrian and cyclist movement.
- **Driving children to school** - Between the mid-seventies and the early nineties the proportion of 5-10 year olds being driven to school grew from 16% to 28%. Parental concerns for safety and personal security are often cited as reasons for this trend. This has led to the school run phenomenon with heavy traffic around schools at opening and closing times.

4.5.3 In recent years the issue of how children travel to school has risen up the public and political agenda. The issues associated with the school run have led to a number of initiatives including school travel plans, safer routes to school and 'walking bus' schemes.

4.5.4 Utility use is recognised as being far less in rural areas than in urban areas. This may be as a result of the distance involved in travelling to essential services and the standard of routes available or simply that services are more likely to be provided in more densely populated areas.

Table 4.2 Proportion of people travelling to local services on foot

Source: Office for National Statistics Omnibus Survey 2000

Proportion of people travelling to local services on foot	Rural	Urban
GP	17%	38%
Post Office	43%	62%
Food Shop	4%	15%
Hospital	1%	7%
Chemist	21%	52%

4.5.5 In support of the overarching objectives for the sustainable economic regeneration of South Yorkshire the partners have identified the following as objectives for LTP2 with particular relevance to commuting and utility use;

- To improve access to services and opportunities, especially for those members of the community experiencing disadvantage,
- To reduce congestion and improve the efficiency of the transport network,
- To provide choices of travel mode that act as genuine alternatives to the private car,
- To improve safety for all travellers,
- To protect and enhance the environment,
- To maintain the transport network to ensure the safe and efficient movement of people.

By integrating with the land use planning process transport provision will ensure jobs, homes and services are accessible to all and in ways which do not contribute to increased congestion.

4.6 Children and Young People

4.6.1 Children and young people under the age of 25 constitute 31% of Rotherham's population. However, children and young people represent only 5% of path users.

4.6.2 The Rotherham Local Area Agreement aims to meet the needs of every young person from 0 -25 years, through the provision of high quality universal services and targeted services for those who experience barriers of life chances.

4.6.3 The document recognises that families, local communities, schools, colleges, employers and other partners have a significant contribution to make to improving the life chances and experiences of young people. The priorities for children and young people include the promotion of healthy lifestyles and providing access for young people to a range of leisure and recreational activities.

4.6.4 All South Yorkshire Authorities have successfully submitted a School Travel Plan Strategy to the national 'Travelling to School Initiative' joint project board. Significant progress has been made in engaging schools across the country to sign up to the project. The LTP2 will continue to engage with schools in order to meet the project target of 100% of schools with Travel Plans by 2011 and that to ensure that motivation amongst schools to implement existing Travel Plans is maintained.

4.7 Older People

4.7.1 Retired people constitute 14.5% of Rotherham's population. 33% of participants in the path user survey were over the age of 65. The wards of Wingfield, Silverwood,

Sitwell and Wales all have a much higher population of Older People than the Borough average.

- 4.7.2 The Rotherham Local Agreement (LAA) recognises that Rotherham has a growing population of older people which will need planning for in the coming years. It is therefore intended to use the LAA to address health inequalities and promoting positive health, promoting independent living and creating opportunities to participate in a wide range of activities.

4.8 Latent Demand

- 4.8.1 Latent Demand - Existing demand that has not yet been developed.
- 4.8.2 The Rights of Way Improvement Plan - Statutory Guidance requires that an assessment be undertaken of the nature and scale of the present and likely future needs of the public (both local people and visitors to the area) in relation to the rights of way network.
- 4.8.3 Current users were asked for suggestions as to how the rights of way network could be improved and developed in the future. The main suggestions primarily involved improving and securing the current network. In particular respondents asked for enforcement and maintenance to become a higher priority.
- 4.8.4 The Rotherham Reachout survey asked the participants for reasons why they did not use the rights of way network. 35% of respondents did not know the locations of the local paths and 32% thought that there was a lack of information.
- 4.8.5 It is clear that the reasons which prevent increased activity amongst current users and non users differ locally. The attitudes of current users are based on experiences gained whilst using the network whilst the perceived availability of attractive routes is an issue for non users. However it would appear that both groups initially desire the improvement and development of the current network, rather than creating new routes.
- 4.8.6 In addition, the lack of time is a factor suggested by many for the non use of public rights of way.
- 4.8.7 A Countryside Agency commissioned Use and Demand survey in 2000 found that 70% of participants would increase countryside access activity if more routes were made available. The study also concluded that any increase in levels of activity is likely to be higher for those who already have an interest, although the level of increase amongst non users would still be significant.
- 4.8.8 The research also revealed the provision of additional facilities would increase activity for a variety of journey purposes.
- | | |
|---|-----|
| ➤ For health/ leisure/recreation | 84% |
| ➤ Travel to local shops and other amenities | 20% |
| ➤ Travel to work | 11% |
| ➤ Children travelling to school | 9% |

4.9 Conflicting Interests

- 4.9.1 Due to the linear and restrictive nature of rights of way there is a great deal of potential conflict between different users. Conflict can occur in a number of situations including;
- competition between different classes of user
 - as a result high volumes of traffic on a route
 - as a result of individual biases and prior experiences
 - with landowners and land interest groups
- 4.9.2 In particular walkers and disabled users experience conflict on routes with higher rights. The Rotherham User survey highlighted that 65% of walkers prefer to use segregated routes.
- 4.9.3 Disabled users also experience particular conflict on routes carrying higher rights. Several national organisations of disabled people have emphasised the importance of providing physical segregation. The lack of segregation potentially has a negative impact on disabled people's independence and mobility. The DfT has stated that physical segregation should be provided wherever possible and emphasise the importance of ensuring the safety of disabled pedestrians.
- 4.9.4 The use of mechanically propelled vehicles on public rights of way and in the wider countryside is a regular cause of conflict throughout the borough. In many instances this has led to an increasing level of security ie. boulders and barriers. This helps to protect rights of way, countryside sites and users from the continuing and worsening problems of off road vehicles. However, such actions also have the potential to deny access to more vulnerable users.

4.10 Landowning and Farming Interests

- 4.10.1 The involvement of the farming community is essential in the provision of a successful public rights of way network. In addition to involvement in the management of the current network the support and involvement of landowners will be required in the future provision of additional public access.
- 4.10.2 As a part of the ROWIP consultation process a Farmer Survey was undertaken to gauge the attitudes of local farmers towards countryside access. A broad spectrum of farmers participated in the survey representing both tenants and landowners and arable and dairy farming.
- 4.10.3 All of the farmers who responded reported at least one problem which occurred as a result of public access. Whilst it is likely that some of these problems would arise regardless of the presence of public access (ie. flytipping and unauthorised motorcycling), most farmers experienced problems as a result of the behaviour of a small number of path users. Unfortunately this leads to a perception that countryside access is problematic and as a result the majority of farmers are unwilling to create additional access.
- 4.10.4 Farmers Attitudes towards public access.

- I welcome public access across my land 0%
- I am happy to allow responsible path users 76%
- I would prefer to have no public access 17%

4.10.5 A more co-operative attitude must be developed between users and land managers if a significantly improved network of paths is to be achieved.

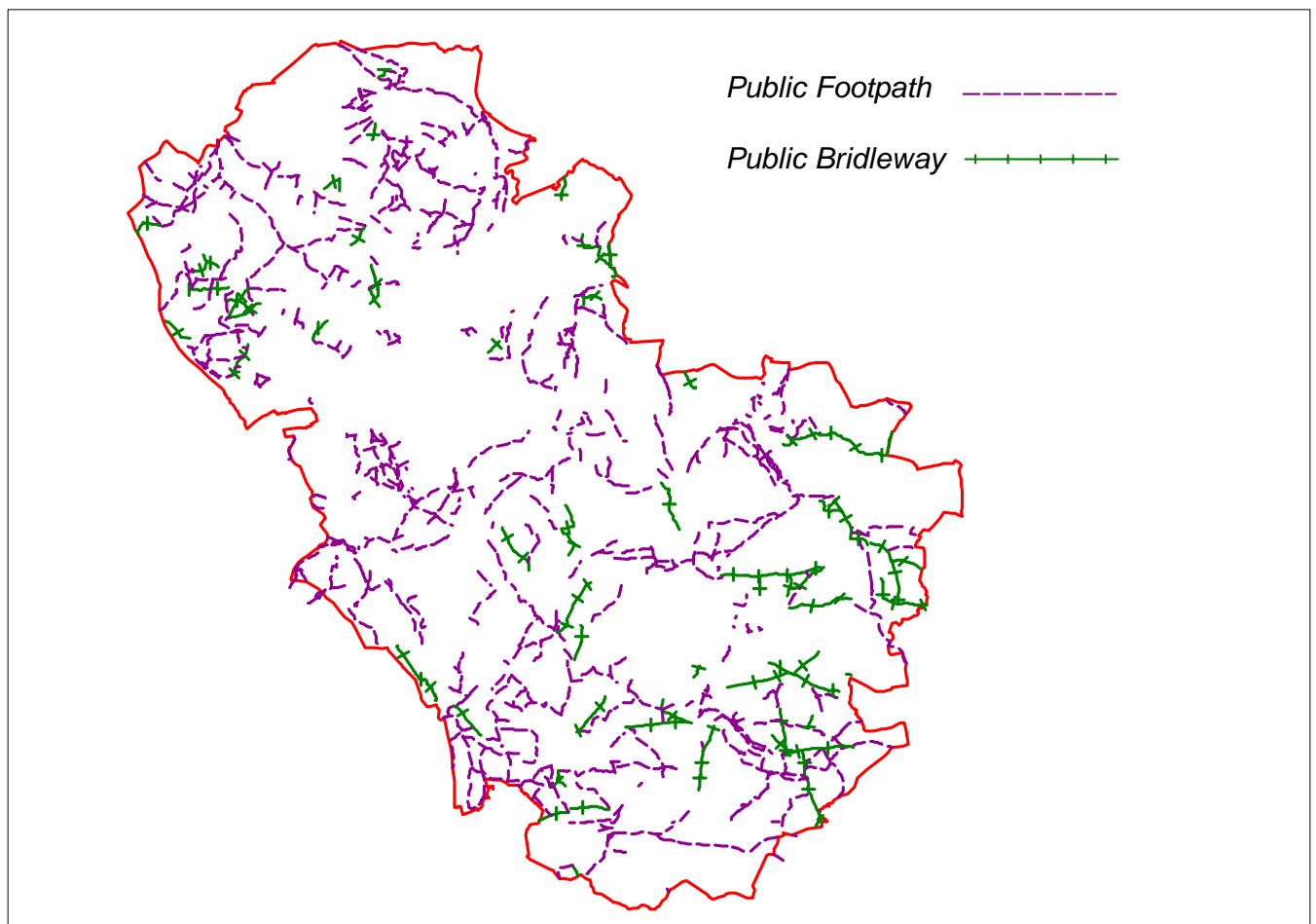
5. Current Access Provision

5.1 The Public Rights of Way Network

- 5.1.1 The public rights of way network provides the public with the greatest opportunity to explore the countryside. It enables people to get away from urban areas and enjoy large parts of the countryside to which they would not otherwise have access.
- 5.1.2 The public rights of way network has evolved over hundreds of years. Many public paths were originally used as a means of travelling to coal mines, churches or local markets. The network remains important and provides a convenient means of travelling in both rural and urban areas for a variety of journey purposes, including access to leisure.
- 5.1.3 Rotherham Borough Council became the highway authority in 1986, upon the abolition of the South Yorkshire County Council. As the Highway Authority the Council are responsible for the maintenance and management of the public rights of way network.
- 5.1.4 The National Parks and Access to the Countryside Act 1949 introduced the duty for highway authorities to produce a definitive map and statement for their area. The definitive map and statement for the 28 parishes and 4 former urban districts of Rotherham were published in 1952.
- 5.1.5 At this time there was no duty to produce a definitive map for the Former County Borough area of Rotherham. The duty to produce a definitive map for previously unmapped areas was introduced by the Wildlife and Countryside Act 1981 and work commenced on the Former County Borough definitive map in the late 1980's. However a significant number of outstanding issues still require determination. The completion of the Former County Borough Definitive Map is a substantial task and it is likely to take a number of years to complete.
- 5.1.6 The definitive map and statement provides an inventory of all public rights of way and records physical details of each path including length, width and path surface. The Countryside Access Management System also records each route in accordance with BS7666 the street, land and property gazetteer.
- 5.1.7 Walkers are legally entitled to use all of the definitive public rights of way network and horse riders and cyclists are legally entitled to use 17.2% of the network .

Table 5.1: Rotherham's Definitive Public Rights of Way Network

Status	Available to	Length (kms)	Number of Paths	% of Network
Footpath	Walkers	321	491	82.7
Bridleway	Walkers , Horse Riders, Cyclists	63.5	79	16.4
Restricted Byway	Walkers, Horse Riders, Cyclists, (some available to Horse Drawn Vehicles and Motor Vehicles)	1.7	4	0.5
Byway	Walkers, Horse Riders, Cyclists, Motor Vehicles	1.5	2	0.4
Total		387.7	576	100

Fig 5.1 Distribution of Public Rights of Way in Rotherham

5.2 The State of the Network

5.2.1 In November 1993 the Countryside Commission (later renamed the Countryside Agency) published “National targets for rights of way: A Guide to the Milestones Approach” which they recommended as a way forward for all highway authorities. Central to this approach was the publication of a Milestones Statement by each authority setting out its progress towards the national target together with a strategy and programme of work to be adopted to meet the aim that all rights of way are;

- Legally defined,
- Properly maintained
- and Well publicised.

5.2.2 These principles are still relevant in the current management of the rights of way network and should provide the basis for the future development of the local rights of way network.

5.2.3 A legally defined, properly maintained and well promoted public rights of way network is of great value to people who live in the countryside as well as those who visit. A poorly maintained network creates problems not only for users but also for farmers and landowners who may suffer trespass and damage as a result.

5.3 Legally Defined

The Definitive Map Review

5.3.1 The Wildlife and Countryside Act 1981 places the Highway Authority under a duty to keep the definitive map under continuous review and determine any necessary changes. The definitive map and statement are the legal documents which provide the basis for all public rights of way work. It is therefore essential that they are kept up to date, to allow accurate information to be made available to the public, landowners and prospective developers.

5.3.2 The review of Rotherham’s Definitive map involves:

- Identifying and correcting errors and omissions to the definitive map and statement in light of new evidence.
- Investigating and processing claims of ‘20 years uninterrupted’ use by members of the public.
- Legal Event Orders. Modifying the Definitive Map to show changes which have already been made by diversion and extinguishment orders since the definitive map was first published in 1952.
- Completing a Definitive map for the previously excluded Former County Borough Area.
- Consolidation of the various definitive maps into a single legal document.

5.3.3 Although the Milestones Statement has provided a strategic framework for the management of the public rights of way network, the review of the definitive map has fallen behind the progress originally hoped for, primarily because the amount of incoming claims has exceeded original estimates. The Milestones Statement predates the Countryside and Rights of Way Act 2000 and therefore it does not take account of the potential workload which may be generated as a result of the incoming legislation.

5.3.4 The Countryside and Rights of Way Act 2000 has introduced a 'cut off' date for recording historic rights of way created before 1949. Historic footpath and bridleway rights that are not recorded by January 2026 will cease to exist, although there are some exceptions to this ruling. Failure to meet this target may result in some rights being lost forever and could limit the overall length of the network.

Outstanding Claims

5.3.5 A total of 158 informal claims have been submitted to add routes to the borough's definitive map. Claims are continuing to arrive at a rate of approximately 5 per year. Whilst it is unlikely that all of these routes will be added to the definitive map, potentially many kilometres of route could be legally recognised.

Table 5.2 Outstanding Claims by Area

Area	Claim Type			Total Claimed Paths
	FP	BW	Byway	
Former County Borough	44	4	-	48
Former Urban District of Maltby	-	-	-	-
Former Urban District of Rawmarsh	1	-	-	1
Former Urban District of Swinton	-	1	-	1
Former Urban District of Wath	-	-	-	-
Anston	7	1	-	8
Aston- Cum- Aughton	5	1	1	7
Bramley	3	-	-	3
Brampton Brierlow	1	-	-	1
Brinsworth	1	-	-	1
Catcliffe	1	-	-	1
Dalton	4	-	-	4
Dinnington	7	1	-	8
Firbeck	2	-	-	2
Gildingwells	-	-	-	-
Harthill –with- Woodall	6	-	-	6
Hooton Roberts	2	-	-	2
Hooton Levitt	3	-	-	3
Letwell	1	-	-	1
Orgreave	1	-	-	1
Ravenfield	3	-	-	3
Thorpe Salvin	1	-	-	1

Thrybergh	-	-	-	-
Thurcroft and St. John's	3	1	-	4
Treeton	7	1	-	8
Todwick	-	-	-	-
Wales and Kiveton Park	13	1	-	14
Wentworth	5	3	-	8
Whiston	8	-	-	8
Wickersley	10	1	-	11
Woodsetts	1	-	-	1
Ulley	-	-	2	2
TOTAL	140	15	3	158

Discovering Lost Ways Project

- 5.3.6 The Discovering Lost Ways project is researching historic rights of way not currently shown on the definitive map and submitting those, with enough evidence, to local authorities before the cut-off date of 2026.
- 5.3.7 Whilst the Discovering Lost Ways project will not create any new rights, it will gather historical evidence for what already exists but, for various reasons, are not shown on the definitive map. On receipt of the evidence the highway authority will decide on the merits of each application to change the definitive map, based on existing procedures.
- 5.3.8 In order to find this evidence an Archive Research Unit (ARU) has been set up. This unit is systematically trawling through historic documents held in over 100 national and local archive offices. A staged roll-out will continue until full national coverage has been achieved in 2012. It is anticipated that South Yorkshire will be one of the final areas to be researched.

Legal Event Orders - LEO

- 5.3.9 After the confirmation of a creation, diversion or an extinguishment order, or a dedication agreement, a Legal Event Order must be made to record the change on the definitive map. The LEO process was introduced nearly 30 years after the original Definitive Maps were produced. This substantial gap has caused a backlog in recording legal changes on the definitive map.
- 5.3.10 Since the publication of the definitive map and statement in 1952 very few Legal Event Orders have been made in any of the parish areas of Rotherham. A total of 156 Legal Event Orders now require making to bring the definitive map up to date.

5.4 Wider Network of Linear Access

Rural Unclassified County Roads

- 5.4.1 The list of Rural Unclassified County Roads contains a total of 84 routes in all parts of the Borough. Although the word 'road' might imply vehicular rights, all that can be deduced from the term, is that the route is a highway maintainable at public expense.
- 5.4.2 The majority of the roads shown on the list in Rotherham are metalled highways which are suitable for general vehicular traffic. The remainder are unmetalled routes and display the physical characteristics of green lanes. There is scope to add some of these routes onto the definitive map as public byways or in some instances as public bridleways.

List of Adopted Highways

- 5.4.3 The Highway Authority is required to make, and keep up to date, a 'List of Streets' for its area of highways maintainable at public expense. A 'street' is defined in the Highways Act 1980 as any road, lane, footpath, square, court, alley, or passage.
- 5.4.4 Whilst there is a degree of overlap between the definitive map and the List of Streets, generally the two documents are separately managed and maintained. However, the adopted footpath network is an essential element of the non motorised transport network in urban areas.
- 5.4.5 There are a number of unsurfaced public roads throughout the borough which provide useful links in the countryside access network. Some of the roads in question do not benefit from regular vegetation clearance, maintenance or appropriate signage. It is often difficult for users to identify such routes or gain information as to the extent of public rights. The lack of integration with the public rights of way network prevents users from taking full advantage of the unsurfaced road network.

Highway Verges

- 5.4.6 The increasing volume of traffic on rural roads has turned some routes into unpleasant and often dangerous places for pedestrians and riders. Faced with broken networks walkers, horse riders and cyclists often have little choice but to use the carriageway.
- 5.4.7 The grass verges beside many rural roads provide safe and convenient places suitable for walking and riding. Grass verges beside metalled carriageways are recognised as being an essential element of the horse riding network. However margins are very rarely maintained with countryside access in mind.
- 5.4.8 Whilst not all margins would be suitable, an appraisal of the road network would help to establish the verges with potential benefit as rights of way links.

5.4.9 Care should be taken to ensure that only suitable verges are maintained for public access. For example providing a strip immediately adjacent to some carriageways used by fast moving traffic would still maintain an element of danger to path users. 8% of pedestrian casualties occur whilst the user is on the apparent safety of the footway. Therefore some grass verge paths would require setting back from the edge of the carriageway. Managing identified grass verges for public access will have notable budgetary implications.

Toll Riding

5.4.10 Toll riding involves horse riders paying a private landowner an annual fee to ride along private tracks. A limited Toll Riding scheme is currently operated by Fitzwilliam (Wentworth) Estates in the Wentworth area. Nearly 70% of horse riders surveyed in the rights of way user survey indicated that they would be willing to use a toll riding scheme.

5.4.11 Whilst it is apparent that the toll riding scheme has a great deal of potential, the Wentworth scheme has a limited membership. The routes in question are not subject to regular maintenance and generally do not join up with livery centres or local bridleways. The cost of public liability insurance, which riders must gain prior to joining the toll riding scheme, can also be prohibitive. However, it is likely that the development and expansion of the current toll riding network would encourage usage and increase membership.

Environmental Stewardship

5.4.12 The access created through the Environmental Stewardship Scheme (formerly the Countryside Stewardship Scheme) provides a useful means of supplementing the public rights of way network.

5.4.13 Farmers may create public access through a ten year agreement with DEFRA, in return for an annual payment (plus an additional amount per linear 100m) depending on the type of access being provided. A number of environmental stewardship paths have been created in Rotherham.

Table 5.3 Environmental Stewardship in Rotherham

	No. of routes	Length (m)
Footpaths	9	8,270
Bridleways	1	570

Permissive Routes

5.4.14 A permissive path is a route which is used at the discretion of the landowner. Whilst users do not have any statutory rights to use them the value of permissive

access in providing additional opportunities for users should not be underestimated. A number of formal permissive paths have been created in Rotherham.

Table 5.4 Permissive Paths in Rotherham

	No. of routes	Length (m)
Footpaths	14	10,431
Bridleways	6	8,651

5.5 Site Based Access

5.5.1 The public open spaces within the borough fall into six main categories.

- Country Parks
- Greenspaces sites
- Local Nature Reserve
- RMBC woodland sites
- Other Woodland Sites
- Open Access Land and Registered Common Land

Country Parks

5.5.2 There are three country parks in the borough at Ulley, Thrybergh and in the Rother Valley on the border with Sheffield and Derbyshire. The facilities available within the country parks are often a higher standard than the adjacent rights of way network. The path networks are generally well surfaced, signed and accompanied by interpretative panels and resting points. The difference in accessibility between country parks and the surrounding rights of way network was highlighted during a disabled access survey. An average of 80% of routes were accessible to wheel chairs in country parks compared to just 12% of routes in the surrounding network.

5.5.3 The country parks also provide additional facilities such as parking, toilets, a visitor centre, refreshments and a well managed environment. In addition to these sites attracting local visitors, they also draw users from a wider geographical area. However, there are limited opportunities for visitors to explore the surrounding public access network.

Table 5.5 Access to Country Parks

	Access Available			
	On Foot	Cycle	Horse	Wheel chair
Thrybergh Country Park	◆			◆
Ulley Country Park	◆			◆
Rother Valley Country Park	◆	◆	◆	◆

Greenspaces Sites

5.5.4 The Green Spaces Unit manage a large number of unstaffed sites throughout the borough. These sites range from urban parks to amenity sites in rural settings. The levels of usage and public expectations tend to be notably lower than that of country parks. In addition to providing numerous opportunities for informal recreation, these sites sometimes provide important off road links in the rights of way network. Although there is potential to further integrate green spaces sites into the rights of way network.

Local Nature Reserves

5.5.5 The seven unstaffed sites are mainly owned and managed by Rotherham Borough Council. All seven of the sites provide informal public access to a variety of habitats types from washlands and open water to woodland and grassland. Many of the sites connect with the public rights of way network.

RMBC Woodland Sites

5.5.6 The Streetpride Trees and Woodlands Team manage the Council's woodland estate. The Authority has improved the amount of accessible woodland and people of all ages can now enjoy a wide range of activities including walking, horse riding, orienteering, picnicking, cycling and watching wildlife. One of the overall aims of management is to promote the enjoyment of these sites while providing for safe and appropriate public access and recreation. Many of the sites concerned provide important connections in the rights of way network.

5.5.7 The Council's woodland estate includes many ancient semi-natural woodland sites. These places have been continuously wooded for at least 400 years and are nationally recognised as the most important woodland type in England for nature conservation. Such woodlands often represent a living record of the past reflecting the landscape, the industrial and social history of Rotherham. As a result some sites contain areas of considerable archaeological interest, including Scheduled Ancients Monuments. Also, Council woodlands are vital refuges for some protected wildlife species. For these reasons increased public access is sometimes inappropriate.

Table 5.6 Accessibility in Selected Council Owned Woodlands

Woodland	Access Available			
	On Foot	Cycle	Horse	Wheelchair
Canklow Woods	◆	◆	◆	◆
Scholes Coppice	◆	◆	◆	◆
Bassingthorpe	◆			◆
Treeton Woods	◆			
Hail Mary Woods	◆	◆	◆	
Gibbing Greave/ Herringthorpe Wood	◆			
Hawks/ Old Spring Woods	◆			

Other Woodland Sites

5.5.8 Other woodland sites with access include Wickersley Wood, Anston Stones Woods and Round Wood all of which are managed by Parish Councils. In addition, many former colliery sites are being restored as community woodland with open access. These include sites at Kiveton and Dinnington. These networks of new and improved woodland and other green spaces are helping to create a green infrastructure linking town and country.

Open Access Land and Registered Common Land

5.5.9 Part 1 of the Countryside and Rights of Way Act 2000 grants a right of access on foot to mountain, moor, heath, down and registered common land.

5.5.10 The Area 8 maps of Open Country show just 4 areas of registered common land in Rotherham. These are located at;

- St. Georges Drive, Brinsworth
- Throapham Common
- Maltby Low Common
- Wood Lea Common, Maltby

5.5.11 All of the sites are connected to the highway network. In particular the two sites at Maltby are crossed by a number of public rights of way. However, Throapham Common is badly overgrown and as a result large areas are now inaccessible to the public. Whilst the sites in question offer limited access opportunities potential exists to maximise the recreational value of the land concerned.

5.6 Properly Maintained

Statutory Duties

- 5.6.1 Section 41 of the Highways Act 1980 places a duty on the Highway Authority to maintain all highways maintainable at public expense including footpaths and bridleways.
- 5.6.2 Section 130 of the Highways Act 1980 places the highway authority under a duty to protect and assert the rights of the public to the use and enjoyment of a highway.
- 5.6.3 The Best Value Performance Indicator Survey No. 178 'Ease of Use' provides the most reliable indicator of the physical condition of the network. The survey highlights a variety of defects from signage and waymarking to surface condition and obstructions.
- 5.6.4 The national guidelines recommend the random survey of 2.5% of the rights of way network in May and 2.5% of the network in November. In Rotherham the entire network is surveyed at least once every 15 months and this provides a more complete picture as to the actual condition of the network. During 2005 the Ease of Use Survey achieved a figure of 95.6%

Obstructions & Enforcement

- 5.6.5 Whilst the majority of the network is free from obstruction and in good condition, problems do occur from time to time. The types of issues concerned vary from seasonal obstructions such as the ploughing and cropping of public rights of way, obstructions placed on the path, locked gates or even buildings erected over the alignment. There are also offences relating to the placing of misleading notices and the intimidation of users. Where obstructions on the network occur, the Council has various powers available to it to secure the removal of the obstruction.
- 5.6.6 The public perception of the rights of way service is often gained as a result of the manner in which complaints are handled. Although standards encountered in the management of the network are high, complaints are rarely acknowledged and complainants are not informed when issues have been resolved. This leaves complainants unsure as to the progress of a complaint.
- 5.6.7 At present the rights of way team do not possess an enforcement policy relating to issues arising on the rights of way network in Rotherham. However, it is considered good practice to introduce an enforcement policy as a part of the ROWIP to ensure enforcement work is carried out in a fair and consistent manner and to improve current standards. Such a policy will not only enable problems to be resolved as quickly as possible and in a uniform manner but it will also act as a deterrent against the committing of such offences in the first place.
- 5.6.8 The *Enforcement Policy* can be found in Appendix A.

Ploughing & Cropping of Public Rights of Way

- 5.6.9 Much of the countryside surrounding the town is arable farmland and this has an impact on the rights of way network. After the war field sizes started to increase substantially to accommodate larger machinery and allow for the more efficient use of land. Many public paths which once followed field headlands now 'zig-zag' across large prairie fields making them impossible to reinstate, follow or manage. The re routing of these routes would be a logical move.
- 5.6.10 Where a ploughing or cropping problem arises on a right of way it is often resolved on an advisory basis. Unfortunately in a small number of cases where discussions fail to reach a satisfactory conclusion the highway authority take further legal action. During the period from 2003 to 2005 approximately 20 legal notices were served on farmers under the Rights of Way Act 1990.
- 5.6.11 The farmers survey indicated that 90% of farmers are aware of their legal responsibilities in relation to the ploughing and cropping of rights of way. There has been a reduction in the incidence of ploughing and cropping of rights of way in recent years. However complaints relating to ploughing and cropping issues are still one of the most frequently reported issues by path users. The situation requires regular monitoring to ensure that the small number of persistent offenders comply with their legislative requirements.
- 5.6.12 It is the intention to treat all landowners and farmers equally and fairly. Developing and publicising a code of practice would provide farmers with a simple step by step set of instructions to clarify what is expected of them. It would also provide the highway authority with a useful enforcement tool and ensure that path users are aware of the standard of reinstatement which they can expect.
- 5.6.13 The *Ploughing and Cropping of Rights of Way Code of Practice* can be found in Appendix B

Maintenance

- 5.6.14 Maintenance plays a vital role on the level of usage of the network. Overgrown or badly eroded routes are unlikely to be well used. A well maintained network is one of the key components in the eventual success of the ROWIP.
- 5.6.15 Whilst there is a pressure to ensure that the rights of way network is adequately maintained, there is also a strong public desire to maintain the character of the countryside. In particular the surfacing of rural paths with inappropriate materials would be seen by many users as the unwelcome urbanisation of the countryside. Care must therefore be taken to ensure that the public rights of way network is maintained in keeping with the surroundings and that the environmental impact is fully considered.

Table 5.7 BVPI No. 178 'Ease of Use' – Infrastructure Condition

Infrastructure Item	Total No.	% requiring attention
Finger posts	759	26
Bridges	186	3
Stiles/ Gates	644	20

5.6.16 In 1996 a vegetation cutting schedule was devised to enable a more systematic and structured method of clearing overgrowth from path surfaces. The number of routes included on the schedule has increased on an annual basis whilst man power has remained unchanged. This has resulted in a delay in clearing vegetation during the summer months at a time when most user activity takes place. The network condition survey carried out during Autumn 2004 identified 23 instances of paths obstructed by adjacent hedges and 142 instances of surface vegetation requiring attention.

5.6.17 The survey also identified 8.1kms of definitive public rights of way described as being either muddy, rutted or waterlogged. This figure represents 2.2% of the public rights of way network.

5.6.18 Despite annual increases the budget often fails to keep up with the continual pressure exerted upon it. As a result the maintenance of the rights of way network is becoming increasingly reactive with little opportunity to adopt a proactive approach. Significant gains have been made in the maintenance of the network in recent years, but there is still considerable scope for improvement which will only be achieved by identifying appropriate resources.

5.7 Well Publicised

5.7.1 Rotherham is well served by a varied range of promoted routes from short circular walks for families to long distance multi user routes for the more avid path user. These promoted routes have been promoted by a variety of organisations including Rotherham Borough Council, Ramblers Association, Chesterfield Canal Society and the Rotary Club.

5.7.2 In spite of the diversity of promotional information available, there is still a strong public demand for additional promotional information. The rights of way user survey highlighted the desire for additional organised events, more door step walks and rides and greater efforts to encourage young people to use the local countryside.

5.8 Promoted Routes

Door Step Walks and Rides

- 5.8.1 There are now 14 titles in the door step walks series offering a variety of routes in the borough's countryside of between 2 and 4 miles.
- 5.8.2 The Door step walk series has now established itself as a popular locally recognised brand. The recent user survey revealed that over 53% of the survey participants had used a Door Step Walk Leaflet and 90% of those who had used the leaflets found them useful and contained helpful information. The success of the leaflets has created a high public demand and requests are regularly received to produce leaflets for additional areas.
- 5.8.3 In view of the success of the walk leaflets a series of door step rides leaflets were launched in the spring of 2004. 2 doorstep rides have been produced which are suitable for use by walkers, horse riders and cyclists.
- 5.8.4 Despite the success of the door step walk leaflets the level of information available to other classes of user is limited. Most notably there is no information available to any users with mobility impairment. This has been identified as one of the main barriers to disabled people taking part in countryside access. There is also considerable scope to expand the doorstep series in to health walks and translating into additional languages. This may also open up additional opportunities for funding and distribution.
- 5.8.5 The need for information is a key issue that needs to be addressed and further research carried out into the requirements of target groups.

Trans Pennine Trail

- 5.8.6 The Trans Pennine Trail (TPT) is the country's first purpose built multi-user network. It runs coast to coast between the ports of Liverpool and Hull, linking with the seaside resorts of Hornsea and Southport. The main route of the TPT passes through the north of the borough at Wath upon Dearne. Rotherham also lies on the southern link of the TPT, which runs from the Dearne to Chesterfield via the town centre and Rother Valley Country Park. This provides a number of links between Rotherham and the wider region.
- 5.8.7 Walkers and Cyclists can use the whole 350 miles with horseriders too on many sections. Easy gradients and surfaced paths make much of the Trail suitable for some people using wheelchairs or pushchairs.
- 5.8.8 Rotherham Borough Council is responsible for the management and publicity of the trail in Rotherham and has published a guide to the TPT in the Rotherham area.

Rotherham Ring Route

- 5.8.9 The Rotherham Ring Route is a long distance footpath promoted by the Ramblers Association. The 50 mile circular route around the boundary of Rotherham follows

existing public rights of way. The route information is supplied in ten guide leaflets which are available from the Ramblers Association.

Cuckoo Way

5.8.10 The Cuckoo Way runs along the tow path by the side of the Chesterfield Canal. Despite 10 miles of the canal awaiting restoration the Cuckoo Way is available to walkers throughout its 46 mile length. The route forms a link between the Trans Pennine Trail and the Trent Valley Way.

5.8.11 The majority of the route which passes through Rotherham runs on permissive footpaths along the canal towpath. Where possible the legal status of the route requires clarifying to secure the route for the future. Attempts should be made to add the route to the definitive map or formalise any existing permissive arrangements. It would also be beneficial to investigate the viability of developing the Rotherham section of the Cuckoo Way as an easy going trail.

Rotherham Round Walk

5.8.12 The Rotherham Roundwalk is a 25 mile long circular footpath which was first developed by the Maltby Rambling Club. The route, which largely follows existing rights of way, is promoted by the Rotherham Borough Council Green Spaces Unit.

National Cycle Network

5.8.13 One third of the national cycle network runs on traffic-free paths, with the rest running on quiet minor roads and traffic-calmed streets. These routes provide notable leisure opportunities, as well as links into towns for schools and work.

5.8.14 Three routes pass through the borough. A spur of Route 6 runs from Shireoaks to Rotherham Town Centre, the southern link of the TPT has been designated as Route 67 and the main section of the TPT has been designated as Route 62.

5.9 Other Public Rights of Way Network Promotion

Adopt-a- Path

5.9.1 The Adopt-a-Path scheme was launched by South Yorkshire County Council. It enables path users to become involved in the management and protection of the rights of way network. The scheme encourages volunteers to inspect paths in their local area and assist in their upkeep to ensure that they are in a satisfactory condition for the whole community. The scheme currently has approximately 150 members.

Rotherham Walking Festival

5.9.2 The walking festival, which is organised by the Tourism Unit, takes place every July.

5.9.3 Participants are attracted by a varied range of walks including historical walks, family walks and woodland walks. The walking festival has now become

established as a popular event in Rotherham's tourism calendar and is one of the main mechanisms for encouraging visitors from outside the borough onto the local rights of way network.

Pathways

- 5.9.4 The Pathways newsletter is produced on a regular basis to give details of latest news and forthcoming events. The newsletter is distributed to Adopt-a-Path members, at meetings/events and will soon be available electronically on the rights of way web page.

Public Rights of Way Web Page

- 5.9.5 The rights of way team have developed a comprehensive rights of way web page covering all aspects of rights of way procedures and locally relevant information. The web page provides information regarding rights and responsibilities, frequently asked questions, the definitive map, diversions and the Countryside and Rights of Way Act 2000. Users also have access to applications forms, on line complaint reporting forms and are able to download Door Step Walk leaflets.
- 5.9.6 The rights of way web page can be accessed at www.rotherham.gov.uk/prow.

5.10 Wider Network Publicity

- 5.10.1 There are many areas of land and paths in the borough, to which the public have access, which are not recorded in any formal manner and not publicised or promoted. This wider network of access is generally not promoted with the rights of way network due to it being managed by a range of public and private bodies. The differing standards of signposting and promotion, often leads to a lack of awareness of the existence of the wider network. The user survey highlighted the lack of information as a deterrent to use and many users were unaware of the extent of the local paths.

5.11 Public Transport

- 5.11.1 The countryside in Rotherham is generally well served by public transport. A number of bus services radiate out from Rotherham town centre towards the surrounding satellite towns, regional towns and cities. Many of these bus services pass through rural areas on route to their destination providing walkers with opportunities to access the countryside.
- 5.11.2 For example the Rotherham and Worksop Quality Bus Corridor provides immediate access to a large area of countryside between Wickersley and the borough boundary to the east of Woodsetts.
- 5.11.3 24% of non motorised journeys in the Rotherham countryside involve the utilisation of public transport. The use of a linear route can often provide additional opportunities for path users, as the start and end point of a walk are not fixed as is the case with a circular route.

- 5.11.4 Whilst the bus network is quite expansive in its geographical spread, users who utilise public transport to access the countryside require additional information to enable them to undertake a successful journey.
- 5.11.5 The South and West Yorkshire Rural Transport Partnership (RTP) is a scheme established by the Countryside Agency to develop and support community based transport initiatives. The RTP aims to improve access to jobs, services and social activities to rural communities in addition to enhancing visitor access to the countryside. Local forums based on existing rural initiatives undertake the RTP function in South Yorkshire, including South Rotherham Rural Transport Forum.
- 5.11.6 The Rural Links Network is successfully achieving Local Transport Plan performance targets. Research has shown that 86% of passengers using the network are either fairly or very satisfied with the service, exceeding the LTP target by 11% (the figure provided is a countywide figure for both urban and rural bus services).
- 5.11.7 The Local Transport Plan rural performance indicator requires 95% of rural households to be within 800m of an hourly or better bus service. In 2005/06 93.6% of rural households were within 800m of an hourly or better bus service. The improvement of services to rural areas will also represent a substantial improvement for visitors to the countryside.
- 5.11.8 The LTP2 aims to promote sustainable alternatives to the car, led by improvements in public transport, particularly the bus, and through Travel Planning. The LTP2 identifies congestion and delay as an issue with potential to become more widespread. To address this, a specific focus on Key Routes has been proposed, particularly where the busiest bus routes operate. The Key Routes will provide the core access to South Yorkshire's commercial centres and places of economic opportunity and accommodate the majority of existing and proposed future Quality Bus Corridors.
- 5.11.9 The rail network to rural areas within the borough is generally quite limited. The Rotherham to Doncaster railway line offers a frequent service to Swinton and Mexborough railway stations. However, the local rights of way network in the area is fragmented with no direct link from either station into the surrounding countryside.
- 5.11.10 The Sheffield to Worksop service has a number of local stops at Kiveton Bridge, Kiveton Park and Shireoaks. The local stops at Kiveton Park and Shireoaks are now providing a means of accessing the newly restored Chesterfield Canal.

6. Assessment and Evaluation

6.1 The Need to Evaluate the Network

- 6.1.1 Rights of Way Improvement Plans are intended to be the prime means by which local authorities identify the changes to be made in order to meet the Government's aim of improved access to the countryside.
- 6.1.2 The Rights of Way Improvement Plan statutory guidance sets out that local highway authorities should:
- (a) study the definitive map and statement of rights of way;
 - (b) collate and consider data on applications for modifications to the map and statement;
 - (c) collate and consider data on requests for improvements to the network;
 - (d) collate and consider data on the condition of the network;
 - (e) undertake a survey to assess the nature and scale of the present and likely future needs of the public (both local people and visitors to the area) in relation to the rights of way network; and
 - (f) identify any other relevant information, including other plans and strategies for the area.
- 6.1.3 Scrutiny of the definitive map and statement will allow an assessment to be made of;
- The extent to which routes and networks are available to different groups of users;
 - Areas which are deficient in rights of way for all or particular groups;
 - Obvious inconsistencies or anomalies in relation to individual rights of way;
 - And, other opportunities to improve the network, including the restoration of severed rights of way due to road building.
- 6.1.4 The highway authority must look at the definitive map in conjunction with the wider highway network. This overall assessment will help to highlight those rights of way that might be used in conjunction with unclassified roads and other lightly trafficked minor highways. It will also assist in identifying those rights of way which are effectively unusable or put users at risk because they can only be reached along heavily trafficked roads without an adequate verge or footway.
- 6.1.5 In making an assessment under section 60(1)(a) and 60(3)(a), local highway authorities must consider the needs and circumstances of people with a range of expectations, interests and levels of ability. The assessment should take account of the needs of both local people and visitors to the area. The Rights of Way Improvement Plan Statutory Guidance highlights a number of individual assessments which enable the adequacy of the local network of rights of way to be gauged. These form the basis for the assessments of users' needs.

6.2 The Assessments

Assessment 1

The availability of access to and within attractive areas of countryside which might currently have few rights of way such as watersides and woodlands, or access to a particular viewpoint, feature or other attraction.

Countryside access varies throughout the borough. In some areas the network of rights of way is dense and well used, but there are a number of areas where a fragmented network and general lack of countryside access prohibits and restricts public access.

Most notably these areas lie in the north of the borough, with limited access to the countryside to the north of Wentworth and surrounding the extensive Cortonwood housing development. Brampton Brierlow lies at the junction of the main route and the southern link of the Trans Pennine Trail. However the countryside surrounding Brampton Brierlow and West Melton contains no network of public rights of way.

There are three country parks in the borough at Ulley, Thrybergh and in the Rother Valley on the border with Sheffield and Derbyshire. The facilities available within the country parks are of a higher standard than the adjacent rights of way network.

Despite the high standards available at Thrybergh Country Park the nearby countryside is largely inaccessible to park users. The corridor beside the River Don from Mexborough to Dalton, a distance of approximately 5kms, contains little public access. This severely limits access from Mexborough, Swinton and Rawmarsh to Thybergh Country Park.

Ulley Country Park is linked to the surrounding countryside by a number of public footpaths, but at present there is no rights of way network or countryside access to the west of the country park. Increased public access in this area would allow path users to enjoy an attractive recreational corridor beside the River Rother and Ulley Brook from Boston Park through Canklow Woods and Whiston Meadows to Ulley Country Park.

The wooded valley running from Dalton to Listerdale contains very little countryside access. The surrounding area is heavily urbanised and continues to be subject to further large scale development. The roads in this area are generally used by fast moving traffic and are not suitable for walking or riding beside and this further restricts the public's enjoyment and utilisation of the local countryside.

The area to the west of Dinnington extending from the A57 at South Anston to the B6060 at Laughton Common lacks any form of countryside access. Countryside access is also limited travelling east of Dinnington from Lodge Lane to Langold Country Park.

Significant improvements have now been made to the Chesterfield Canal. British Waterways have restored the section of canal and towpath from Shireoaks to Kiveton and this has provided walkers with extensive additional opportunities.

The consultation exercise revealed a strong latent demand by the public to establish additional routes in the countryside. Participants suggested the creation of 66 additional footpaths and bridleways throughout the borough.

Limited opportunities also exist to develop and improve access to land included on the Area 8 maps of access land and registered common land. Whilst the sites in question currently offer limited access opportunities, potential exists to maximise the recreational value of the land concerned at Throapham..

Conclusion 1

Some countryside sites do not connect well with the rights of way network.

A fragmented public rights of way network limits countryside access opportunities in some areas of the borough and this has created a high level of latent demand for additional routes.

Assessment 2

The availability of attractive routes in order to support local tourism and economic regeneration.

Two sections of the Trans Pennine Trail (TPT) pass through the borough. The trail is the principal promoted route in the borough and is actively publicised nationally.

In places the southern link of the TPT follows three different alignments suitable for walkers, horse riders and cyclists. A notable length of the trail uses the metalled road network. Whilst it is problematic to avoid using the road network this deters vulnerable users using some sections of the trail. The division of the route for different categories of user may also produce navigational problems for some users who have limited map reading skills.

The consultation exercise showed that there is a public demand for additional multi user routes and improving existing facilities. There is an identifiable demand to promote more links to the TPT from the surrounding residential areas and to create circular routes from the trail into the surrounding countryside.

The borough contains large areas of industrial land. A number of large scale reclamation projects on former colliery sites have significantly improved public access at Kiveton, Thurcroft, Manvers, Pit House West and Dinnington. However, both active and disused industrial sites often have the effect of forming a barrier to public access eg. at Aldwarke and Maltby.

Rotherham contains 6 wards in the top 10% of the national index of deprivation including Maltby, Dinnington, Rotherham East and Rawmarsh. Rawmarsh has been selected as a 'showcase' Housing Market Renewal area to proceed with Accessibility Planning Activity. Local Centres and facilities have been identified in the Area Development Framework and potential transport routes to improve access identified.

Gap analysis of existing cycling and walking facilities has also started, with further work required before schemes can be designed and costed.

It is proposed to examine four other Housing Market Renewal Areas during the course of the Second Local Transport Plan.

Transportation is a key element in the regeneration process by providing access to employment opportunity and ensuring that new and existing employment is accessible without causing congestion. This requires engagement with the planning process to ensure that physical developments are planned with sustainable access from the start to enable the transition from policy and strategy to large scale delivery. In particular there is a need to plan and develop cycle routes and footpaths to enable access to local facilities.

The Accessibility Planning Programme complements the concept of 'Key Routes' and aims to develop the potential for walking and cycling. It is intended that the 'Key Routes' approach linked with improved local access, will benefit the 'target' deprived communities identified in the Neighbourhood Renewal Strategies.

Therefore there is an identifiable requirement to prioritise and develop local pedestrian and cycling facilities to provide enhanced access to Key Routes and facilities in identified areas.

Conclusion 2

Tourism - There is a public demand for further traffic free multi user routes.

Regeneration - The reclamation of former industrial sites often provide notable improvements to non motorised users.

Regeneration- There is considerable scope to develop access in conjunction with Housing Market Renewal with particular regard to Key Routes.

Assessment 3

The opportunities for cycling, harness-horse driving, horse riding, walking, disabled journeys and recreational motoring other than on roads used mainly by motor vehicles;

A. Walkers –

Most footpaths in the countryside and on the urban fringe are used primarily for recreational purposes, whilst the footpath network in urban areas tends to be different, both in type and also use patterns. In the main they link one street or road to another, passing between urban buildings and as such their use is mostly for pedestrian transport.

The borough is generally well served by existing public footpaths providing a widespread network. Despite walkers' entitlement to use all classes of local rights of way, there is still scope to improve the provision of pedestrian facilities. In particular pedestrian opportunities are limited;

- To the north of Wentworth including Cortonwood and Brampton,

- The river corridor from Parkgate to Mexborough,
- The Sandbeck Estate, including the area to the north of the estate in Doncaster MB,
- The valley to the west of Ulley Country Park,
- The countryside between Brampton Common and Dinnington,
- The countryside surrounding Thorpe Salvin,

In other areas whilst the rights of way network is relatively dense paths do not join up to create circular routes and some residential developments and roads have created barriers which makes some areas of the borough inaccessible. This is particularly true of the countryside on the urban fringe.

Conclusion 3A

There is considerable scope and demand to develop pedestrian facilities on the urban fringe and in rural areas.

B. Horse Riders -

The bridleway network in Rotherham is fragmented to such an extent that it would not be possible to undertake a substantial journey on horseback without riding on busy vehicular roads. Even allowing for the network of lightly trafficked minor highways, it is generally difficult for equestrians to find attractive, convenient and safe networks of routes.

The network of routes available to horse riders is fragmented to such an extent that it is simpler to describe the areas which benefit from a reasonable network of bridleways. These areas generally include;

- The countryside surrounding Scholes village.
- The countryside surrounding Hooton Roberts.
- The Morthen area incorporating areas of Whiston, Upper Whiston and Ulley.
- The corridor running from Laughton- en-le Morthern to Firbeck, Letwell and Langold.
- The corridor extending from Dinnington to Woodsetts and the Nottinghamshire County boundary.
- The Fitzwilliam (Wentworth) Estate offers a number of linear routes across the estate on a toll riding basis (not part of the public rights of way network).

Even journeys in these areas involve crossing busy roads and riding on unsuitable roads.

The lack of available facilities has encouraged many horse riders to use public footpaths and tracks which have no formal bridleway status. This practice is common place especially in areas which have a limited network of bridleways or where riders wish to avoid busy stretches of road. The consultation exercise revealed a strong demand to improve countryside access for horses, especially around stables and livery centres.

The availability and use of many unsurfaced public roads are often limited due to inappropriate maintenance regimes and lack of information.

Work is now underway to create two strategic bridleway routes in the borough, namely an eastern route from Woodsetts to Conisborough and a western bridleway route from Rother Valley Country Park to Brampton Brierlow. Significant gains have now been made in the development of the eastern route in the Dinnington area.

Conclusion 3B

The network of routes available to horse riders is very limited.

C. Carriage Drivers –

Carriage drivers are entitled to use restricted byways and byways open to all traffic in addition to vehicular highways. In Rotherham the main resource available to carriage drivers or harness drivers are unsurfaced public roads.

Some of these routes do not benefit from regular vegetation clearance, maintenance or appropriate signage. It is sometimes difficult for users to identify such routes or gain information as to the extent of public rights. In the absence of such tracks and roads the lack of suitable routes encourages users onto busy roads.

At present there is no meaningful network of suitable routes in the borough available to carriage drivers.

Conclusion 3C

There is no meaningful network of routes available to carriage drivers.

D. Cyclists-

The availability of local rights of way and off road facilities for cyclists varies throughout the borough but most cyclists experience difficulty in finding safe, attractive, and sufficiently long routes away from busy roads, for which there is increasing demand, both in urban and rural areas.

The distribution of off road bridleway facilities for cyclists can be described in a similar way to that described for horse riders. Again the network is severely fragmented and cyclists are faced with difficulties in planning suitable routes. These difficulties are further

compounded by the fact that cyclists are able to cover a greater distance in a shorter period of time than a horse rider or a walker.

Conclusion 3D

The facilities available to cyclists are limited especially in rural areas.

E. Recreational Motoring-

In Rotherham the main resource available to off road recreational motorists are unsurfaced public roads. At present there is no meaningful network of routes available to recreational motorists. Again some routes do not benefit from regular vegetation clearance, maintenance or appropriate signage and it is often difficult for users to identify such routes or gain information as to the extent of public rights. These factors often act as a barrier to use and prevent users from taking full advantage of the unsurfaced road network.

Conclusion 3E

There is no meaningful network of routes available to recreational motorists.

The public awareness and utilisation of the network of unsurfaced public roads is often low.

F. Users with mobility problems-

The rights of way user survey identified that 2% of non motorised journeys are undertaken by disabled users. However, the inaccessibility of the network affects a broad range of users from wheel chair users, partially sighted users, users with push chairs and elderly users. Family and friends who accompany people with mobility problems are also affected by the accessibility of the network.

A study of the network centred on the three country parks in Rotherham revealed that 80% of access within country parks is available to wheel chair users. However in the surrounding countryside only 12% of routes are available to wheel chair users and 30% of paths are available to users with less limiting disabilities. Even the routes accessible to disabled users in the surrounding network cannot be incorporated into a meaningful circular route due to missing links and inappropriate routes. In addition they are often shared with other categories of users and this often leads to conflict.

Table 6.1 A Comparison of Disabled Access

	% of network available to wheelchair users	
	Country Parks	Surrounding Rights of way network (within 2km radius)
Ulley Country Park	100	0
Thrybergh Country Park	100	27
Rother Valley Country Park	40	9
Average Accessibility	80	12

Whilst access within country parks is often to a high standard the surrounding network presents difficulties to disabled users. Most notably the hilly topography, unmade surfaces and land use patterns severely restrict access to disabled users. Paths passing across agricultural land constitute a considerable proportion of the network in some areas of the borough and in these areas surfacing works would be unviable.

Users with less restrictive disabilities who are able to negotiate moderate gradients and unmade surfaces are often restricted by inappropriate access features. In particular stiles present difficulties to many disabled users. In many situations stiles could be removed or replaced with kissing gates and this would enable an increase in the accessibility of the network.

Initially the lack of information prevents users planning trips into the countryside and making informed decisions as to which areas are suitable for them to access. In particular, disabled users require information relating to gradients and the location of rest points.

The provision of associated facilities is also of great importance to disabled users and a number of disabled users commented that the lack of toilets and parking limited their enjoyment of the countryside.

Even those rights of way which are free from barriers, and which could be incorporated into an easy-to-use circular route or a local network of paths, are not generally managed, promoted or maintained with the needs of people with mobility problems in mind.

Conclusion 3F

The rights of way network is generally inaccessible to wheel chair users.

The presence of stiles severely limits the accessibility of the network.

There is an absence of accurate information to enable disabled users to make informed decisions of the accessibility of the network.

Assessment 4

The provision of routes from centres of population, the presence of links creating circular routes and routes which can be used in conjunction with public transport allowing people to gain easy access to the countryside from where they live.

The consultation exercise revealed a strong demand to improve access to the countryside surrounding built up areas. 85% of users gain access to the Rotherham countryside directly from home. Suggestions for improvements for this group included;

- The provision of more cycle routes from residential areas,
- Routes from population centres allowing easy access from communities,
- Creating circular routes around residential areas,

The lack of available routes from population centres appears to be an issue for all categories of path users. One of the most defined trends of the public consultation was the desire to create more pedestrian facilities adjacent to residential areas. It also highlighted a demand for improved access to work (industrial/urban areas) and to schools, although the safer routes to school scheme is working towards this goal.

Historically the rights of way network connected villages, farms and churches. As a result the network in many areas radiates outwards from a particular point eg. a village or a farm. In some areas this makes it difficult to create short circular walks and rides as there are many missing links.

The development of public access in Rotherham has continued to be somewhat ad hoc and a strategic approach to public access has only recently been adopted. Again the consultation exercise indicated that all categories of path users are affected by the lack of circular routes.

The provision of suitable circular routes primarily facilitates the use of the countryside for recreational purposes. Much of the demand for circular routes exists around population centres where path users require a varied range of circular routes in order to meet their needs. Many opportunities also exist to both integrate and develop the many 'country' type paths which exist in the countryside and on the urban fringe.

Different forms of access are often managed in isolation and this provides users with difficulties in planning journeys. For example, the public rights of way network is not generally considered alongside access offered by Environmental Stewardship schemes. There is therefore, a demonstrable need to adopt a strategic approach in the development and provision of circular routes for all categories of users.

At present 24% of users utilise public transport as a means of accessing the countryside. The consultation highlighted a public desire to place more emphasis on gaining access to the countryside using public transport.

Users have expressed a desire to create closer links between public transport and the provision of promoted routes. The provision of choices of travel mode that act as genuine alternatives to the private car is also a theme of the LTP2.

Conclusion 4

There is a strong public demand to develop a variety of circular routes on the urban fringe.

There is a public desire to make greater use of public transport as a means of accessing the countryside.

Assessment 5

The availability of routes to help ameliorate the effect on people's enjoyment of the countryside of a motorway or other major road and the provision of convenient and safe road crossings.

Countryside access in the borough is increasingly affected by the vehicular road network. Whilst suitable crossing facilities are sometimes provided, path users are often forced to negotiate hazardous carriageway crossings or walk along the carriageway itself.

The problem is not confined to primary routes and main roads. It is apparent that many hazardous road crossings throughout the borough are located on minor roads. In a number of cases the highway authority has erected warning signs to highlight the potential danger to motorists. However, rarely have public paths been amended or additional paths created to lessen the effects of busy roads.

The grass verges beside many rural roads would provide safe and convenient places suitable for walking and riding. Grass verges beside metalled carriageways are recognised as being an essential element of the public access network. Despite this fact and the increasing need for a traffic free environment highway margins are very rarely maintained with countryside access in mind.

A study on the affect of the road network on access in Rotherham has identified a number of potentially hazardous crossings and connecting sections of road which are not suitable to walk or ride beside.

The roads were selected due to;

- i) unsuitable junctions/ crossings between roads and public paths
- ii) unsuitable sections of road which must be negotiated to travel between public paths.

The consultation exercise indicated that road safety is considered a significant barrier when accessing the countryside and has the effect of deterring some users from undertaking journeys. 26% of respondents were reluctant to use the countryside due to busy road crossings or high volumes of traffic on some roads. Cyclists and horse riders both indicate that the provision of more off road routes as their main priority for the future development of countryside access.

A large proportion of the highway network is rural in nature. The South Yorkshire Road Safety and Casualty Reduction Strategy indicates that on these roads that the majority of injuries are to motor vehicle occupants, although this could be due to the relatively low number of people walking, cycling and horse riding in these areas due to road safety concerns associated with the speed and volume of traffic.

Conclusion 5

Many roads which have to be crossed or traversed are unsuitable for non motorised users.

Assessment 6

The current rights of way network such as ways ending in cul-de-sacs or routes carrying different rights along their lengths.

Whilst the majority of routes included on the definitive map are accurately depicted, the map and statement contains a number of errors and anomalies.

Some of the original definitive maps were not carefully compiled, some rights of way were omitted, wrongly mapped or the status of the paths wrongly recorded. Despite the presence of errors on some maps and the evolving nature of the public rights of way network as a whole, a full review of the map and statement has never been completed.

As a part of the preparation for the Milestones Statement a survey highlighted in the region of 160 discrepancies between the definitive map and those routes used by the public.

In addition to the submission of a substantial number of informal claims for additional routes, the definitive map also contains;

- 4 dead end public footpaths
- 5 dead end public bridleways
- 1 gap in the network between existing public footpaths

Nearly all of the anomalies listed are as a result of discrepancies between parishes and neighbouring boroughs at the time of publication of the definitive map.

Although the Milestones Statement has provided a strategic framework for the management of the public rights of way network, the review of the definitive map has fallen behind the progress originally hoped for and the amount of incoming claims has exceeded original estimates.

It has become apparent during the review of the definitive map that extensive research and investigation will be required in order to complete the definitive map review. It is likely that the Discovering Lost Ways project will identify additional routes which may require adding to the definitive map and statement and will assist in the review process. However, the projected completion date for the Lost Ways Project in Rotherham is 2012. It is

therefore important to manage the review of the definitive map and statement in order to meet the 2026 cut off date for recording historic rights of way.

It is recognised that improvements made to public access close to a borough boundary can have a beneficial effect on public access in the neighbouring district. For this reason effective consultation and liaison with neighbouring local authorities is an essential component in the improvement and development of public access. Increased and regular communication would also be required with neighbouring authorities in order to resolve current cross boundary discrepancies.

Conclusion 6

In areas the definitive map and statement does not accurately depict the nature and location of public use on the ground.

There is potential for the Lost Ways Project to add certain identified routes to improve the connectivity of the network.

Assessment 7

Availability of routes for local journeys, such as walking to work, to the shops, railway stations, doctors surgeries and other local amenities;

As previously described the type of use varies greatly between rural and urban areas. The majority of journeys in the countryside are made for leisure or fitness purposes and in urban areas the network is mostly used for transportation. The User Survey mainly identified non motorised journeys in the countryside. Only a small percentage (12%) of respondents undertook journeys as a means of gaining access to school, work or local facilities.

Utility use is recognised as being far less in rural areas than in urban areas. This is likely to be as a result of the distance involved in travelling to essential services and the standard of routes available or simply that services are more likely to be provided in densely populated areas. This trend is reflected nationally in the proportion of journeys to local services in rural and urban areas. The improvement of access to services and opportunities, especially for those members of the community experiencing disadvantage, is also an objective of the LTP2.

Table 6.2 Reasons for making trips to shops on foot*National Travel Survey: 1999/2001*

Reasons for making trips to shops on foot	
Like Walking	43%
No car available	34%
Save time / short trip	21%
Health reasons	20%

Potential path users are deterred from undertaking walking and cycling journeys by a number of external factors. These factors are described in Section 4.5.

In addition many urban definitive rights of way (1) are often maintained to a notably lower standard to those encountered on adopted footpaths (2) and this further deters potential users.

The consultation exercise also revealed a latent demand to develop strategic routes between and through built up areas to enable local journeys.

(1) Adopted Footpaths – Routes featured on the list of adopted highways with a tarmac surface and often illuminated by street lights.

(2) Urban Public Rights of Way – Routes featured on the definitive map with varying physical characteristics from tarmac surface to paths with an earth/ grass surface running through green spaces.

Conclusion 7

Scope exists to develop and improve the network of urban definitive rights of way.

Whilst the standard of urban adopted footpaths is high, scope exists to improve the network to encourage usage.

There is a latent demand to develop strategic routes between and through built up areas to enable local journeys.

Assessment 8

The availability of routes through or around heavily developed areas, to ensure that such development does not prevent or disrupt the continuity of the network.

Since the publication of the definitive map the countryside on the urban fringe has become increasingly affected by urbanisation. Routes which were once rural in nature now run through a built-up environment and this has not only changed the physical appearance of public access but has also changed patterns of use. Some paths which were once used for recreational purposes are now used to undertake shorter journeys to local amenities.

There is a recognised need to identify previously rural paths, which are now within the built environment and as a consequence require upgrading. Whilst some affected paths have been improved on an ad hoc basis as a result of recent development this is generally an issue which affects built up areas in all parts of the borough.

Conclusion 8

Urbanisation and development often blights the non-motorised network of routes, especially on the urban fringe.

Assessment 9

The condition of the network.

The Best Value Performance Indicator Survey No. 178 'Ease of Use' provides the most reliable indicator of the physical condition of the network. The Ease of Use Survey conducted by the highway authority consistently achieves a figure in excess of 90%.

As a part of the ROWIP process Exegesis Spatial Data Management Ltd. conducted a full network survey during Autumn 2004. The survey provided a detailed assessment of the network including the associated infrastructure.

The Exegesis survey identified that nearly 200 sign posts require attention and waymarking is often either missing or misleading. The need for improving the provision of signposts and waymarkers was identified as a key issue in the consultation exercise as a whole. Poorly maintained sign posts and especially the absence of waymarkers discourage users.

Despite the notably high BVPI No. 178 score many users still consider the maintenance and enforcement of the current public rights of way network to be a priority. This is likely to be a reflection of increasingly high public expectations.

The network condition survey carried out during Autumn 2004 also identified the following issues;

- 5 bridges requiring attention
- 128 stiles and gates requiring attention
- 165 cases of overgrowth or upgrowth affecting public paths
- 8.1kms of public paths described as being either muddy, rutted or waterlogged

Conclusion 9

Users would like to see more resources targeted in the maintenance and enforcement of the public rights of way network.

The lack of way marking and signage in some areas is a barrier to countryside access.

Assessment 10

The Publicity of the network and countryside access

The Door Step walk series has established itself as a popular locally recognised brand within a relatively short period of time. However, the consultation exercise indicated that 25% of current users are reluctant to use rights of way due to a lack of information and knowledge of the network. It is also likely that this figure is notably higher amongst minority groups eg. disabled users and black and ethnic minority groups.

Whilst this recognises the popularity of the Door Step series of leaflets it also highlights the continued public demand for additional publicity and the need to target publicity. The user survey highlighted the lack of information as a key deterrent to use and many participants were unaware of the extent of the local network of paths.

The wider network of access is generally not promoted or it is promoted in isolation from the public rights of way network by a range of bodies. The differing standards of signposting and promotion often lead to a lack of awareness of the existence of the wider countryside access network.

Conclusion 10

Despite the success of the 'door step walk/ride' series of leaflets there is high public demand for additional promotional information and in some cases the lack of information prevents potential users from using the countryside.

There is a lack of information regarding the wider network of public access.

7. Statement of Action

7.1 Statement of Action

- 7.1.1 The Statutory Guidance requires highway authorities to prepare a statement of the actions they propose to take for the management of local rights of way. It is intended that this should be a statement of how the highway authority proposes to take forward the management of public rights of way and how it will secure an improved network with particular regard to the issues highlighted in the assessment.
- 7.1.2 The assessments have enabled a number of conclusions to be reached about the overall strengths and weaknesses of the local rights of way network and to identify where action is required. These conclusions and the information gathered from the assessments forms the basis of the statement of action.
- 7.1.3 For each conclusion the highway authority must set out;
- The proposed action,
 - The estimated costs,
 - The key organisations that are intended to be involved in the proposed action,
 - The timescale required to complete the proposed action.

Table 7.1 Statement of Action

Assessment 1					
Availability of access to the countryside					
Conclusions	Some countryside sites do not connect well with the rights of way network. A fragmented public rights of way network limits countryside access opportunities in some areas of the borough and this has created a high level of latent demand for additional routes.				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Identify and list the key sites requiring improved links to the surrounding network of rights of way. Investigate, prioritise and instigate options for securing improved access to poorly served sites.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan – Policy R2, R4, R7	May 2007	Green Spaces Unit Country Parks Landowners	-	
Collate and prioritise requests for additional public access opportunities to identify missing links in the network of local rights of way.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan – R1, R3, R8	May 2008	LAF Path User Groups Landowners	-	
Identify and develop access opportunities to land included on the Maps of Open Country and Registered Common Land with particular regard to Throapham Common.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan – Policy R4, R7	Aug 2007	Landowners LAF Countryside Agency	£40,000	

Routes to support tourism and regeneration				
Assessment 2				
Conclusions	<p>Tourism - There is a demand for further traffic free multi user routes.</p> <p>Regeneration - The reclamation of former industrial sites often provides notable improvements to non motorised users.</p> <p>There is considerable scope to develop access in conjunction with Housing Market Renewal with particular regard to Key Routes.</p>			
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Tourism - Carry out feasibility study for the development of a single traffic free route of the Rotherham Section of the TPT southern link suitable for all classes of user.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP –Policy CR2 2.6 Countryside Traffic Management Strategy 2.7 Rotherham Cycling Strategy 2.9 South Yorkshire Forest Plan -Policy R3, R4	Aug 2008	TPT Team Planning & Transportation Service Landowners	-
Identify, develop and promote links from the TPT into surrounding urban centres and tourist destinations	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy CR2 2.7 Rotherham Cycling Strategy 2.9 South Yorkshire Forest Plan -Policy R3, R4	Aug 2009	Landowners Planning & Transportation Service TPT Team	£60,000 (or £10,000 per km)

Assessment 2 Cont...					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Identify and prioritise strategic routes between urban centres for utilitarian and leisure use. (See Also Key Actions 7)	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T4, T6, T7 2.9 South Yorkshire Forest Plan –Policy R1, R3	Oct 2010	Path user groups LAF Landowners	-	
Develop and promote the Cuckoo Way and community link paths.	2.3 Corporate Plan 2.5 UDP – Policy T7, CR2 2.9 South Yorkshire Forest Plan –Policy R1, R3, R4	Apr 2010	Chesterfield Canal Society British Waterways Planning and Transportation Service Landowners	£300,000	
Carry out feasibility study of creating additional linear access beside waterways - River Rother from Rotherham Town Centre to Rother Valley Country Park.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan –Policy R1, R3, R4	Aug 2009	Environment Agency Landowners Chesterfield Canal Society LAF	-	
Regeneration - Work with the Planning & Transportation Service and other stakeholders to maximise opportunities provided by reclamation projects.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy ENV5, T6, T7,	Ongoing	Planning and Transportation Service Developers Landowners	-	

Assessment 2 Cont...					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Work with farmers and other stakeholders to maximise access opportunities offered by farm diversification.	2.3 Corporate Plan 2.5 UDP – Policy T6	Ongoing	Farmers FWAG Green Spaces Unit	-	
Identify and prioritise 'Green Corridors' and links to 'Key Routes' in the Rawmarsh Housing Market Renewal Area. Carry out a feasibility study of identified routes and establish detailed costings.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T6, T7, CR2 2.6 Countryside Traffic Management Strategy 2.7 Rotherham Cycling Strategy 2.9 South Yorkshire Forest Plan –Policy R3, R4, R6	Sept 2008	Transportation Pathfinder Project Landowners	-	

The opportunities for walkers				
Assessment 3A	The opportunities for walkers			
Conclusions	<i>There is considerable scope and demand to develop pedestrian facilities on the urban fringe and in rural areas.</i>			
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Identify, develop and promote pedestrian routes, especially on the urban fringe. (See Also Key Actions 4)	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T6, T7, CR2 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan –Policy R3, R4	Oct 2012	Path user groups LAF Landowners Primary Care Trust	£80,000
Identify opportunities to provide additional pedestrian access to the areas highlighted in the assessment as having limited pedestrian facilities.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T6, T7, CR2 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan –Policy R3, R4	June 2008	Path user groups Landowners	-

Assessment 3B					
The opportunities for horse riders					
<i>The network of routes available to horse riders is very limited.</i>					
Conclusions					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Identify, develop and promote bridleway links, creating off road routes especially in areas with a high density of livery stables.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan –Policy R1, R3,	Apr 2014	Path user groups Landowners Livery stables LAF	£80,000	
Develop and promote strategic eastern and western bridleway routes.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan –Policy R1, R3,	Apr 2010	Chesterfield Canal Society Doncaster MBC Sustrans Landowners	Schemes to be costed individually	
Produce an index of desired and missing links for potential creation as permissive routes a part of the Environmental Stewardship scheme.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan –Policy R1, R2, R3,	Oct 2008	Green Spaces Unit Landowners Path user groups	-	

Assessment 3C				
The opportunities for carriage drivers				
<i>There is no meaningful network of routes available to carriage drivers.</i>				
Conclusions				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Identify, develop and promote the use of Quiet Lanes to the benefit of all non motorised users.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T4 2.6 Countryside Traffic Management Strategy	Mar 2007	Planning and Transportation Service BHS SY Police	Schemes to be costed individually

Assessment 3D				
The opportunities for cyclists				
<i>The facilities available to cyclists are limited especially in rural areas.</i>				
Conclusions				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Identify opportunities to develop and where possible create cycle routes with particular regard to those routes connecting the urban fringe with rural areas.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T7, CR2 2.6 Countryside Traffic Management Strategy 2.7 Rotherham Cycling Strategy 2.9 South Yorkshire Forest Plan –Policy R1, R3,	Apr 2014	Planning and Transportation Service Landowners	£80,000

The opportunities for recreational motorists				
Assessment 3E				
Conclusions	<p><i>There is no meaningful network of routes available to recreational motorists.</i></p> <p><i>The public awareness and utilisation of the network of unsurfaced public roads is often low.</i></p>			
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Carryout a condition survey of UCRs and unmetalled adopted highways.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy	Aug 2009	User groups Network Maintenance	-
Work with stakeholders to identify and manage legitimate vehicular use of the countryside and the rights of way network.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy	Apr 2012	User groups Landowners	£10,000
Compile a list and digital map of all rural un-metalled Unclassified County Roads.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan -Policy R4	Dec 2006	Network Maintenance	-

Assessment 3F	The opportunities for user with limited mobility			
Conclusions	<p><i>The rights of way network is generally inaccessible to wheel chair users.</i></p> <p><i>The presence of stiles severely limits the accessibility of the network.</i></p> <p><i>There is an absence of accurate information to enable disabled users to make informed decisions of the accessibility of the network.</i></p>			
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Carry out an access audit of the Rights of Way Network and principal access sites.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T8, CR2 2.9 South Yorkshire Forest Plan –Policy R6.	Dec 2010	Path user groups LAF	-
Improve access across the rights of way network, adopted footpaths and public open space by using least restrictive access guidance.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T8, CR2 2.9 South Yorkshire Forest Plan –Policy R6.	Dec 2016	Path user groups Landowners ROW contractors LAF	£5,000 per annum
Identify, prioritise and carry out works on strategic routes to upgrade to full accessibility standard.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T8, CR2 2.9 South Yorkshire Forest Plan –Policy R6.	Nov 2016	Path user groups Landowners LAF	£50,000 per annum
Produce 6 ‘Easy Going Trail’ Leaflets (Least Restrictive Access) (See Also Key Actions 10)	2.3 Corporate Plan 2.4 SYLTP2 2.9 South Yorkshire Forest Plan –Policy R3, R4, R6.	Jan 2015	Path user groups Design studio Landowners Tourism Unit	£1,500 per annum

Assessment 3F Cont...					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Publish disabled access information for inclusion in the Public Rights of Way Web Page. (see also Key Actions 10)	2.3 Corporate Plan 2.4 SYLTP2 2.9 South Yorkshire Forest Plan –Policy R6.	Jan 2008	Web team	-	
Assessment 4					
Conclusions	Routes from population centres, circular routes and routes used in association with of public transport. <i>There is a strong public demand to develop a variety of circular routes on the urban fringe.</i> <i>There is a public desire to make greater use of public transport as a means of accessing the countryside.</i>				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Develop integrated public transport and public rights of way information to expand and promote the network for utilitarian and leisure use.	2.3 Corporate Plan 2.4 SYLTP2	Aug 2012	Transportation SYLTE	Schemes to be costed individually	
Identify and develop key routes on the urban fringe with the aim of providing additional access opportunities. (See Also Key Actions 3A)	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T6, T7, 2.7 Rotherham Cycling Strategy 2.9 South Yorkshire Forest Plan –Policy R1, R3, R4, R7	Oct 2012	Path user groups LAF Landowners SYLTE	£10,000 per km	

Assessment 5	Routes to ameliorate affects of major roads.				
Conclusions	<i>Many roads which have to be crossed or traversed are unsuitable for non motorised users.</i>				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Undertake safety audits to identify improvement works. Investigate options to secure funding and safety improvements.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy 2.8 South Yorkshire Road Safety and Casualty Reduction Strategy	Jan 2012	Road Safety Team	-	
Identify and list highway margins suitable for use by non motorised traffic. Prioritise according to safety benefits and investigate options to secure improved access and funding.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy 2.8 South Yorkshire Road Safety and Casualty Reduction Strategy	Dec 2007	Path user groups LAF	-	

Assessment 6				
The current rights of way network				
Conclusions	<p><i>In areas the definitive map and statement does not accurately depict the nature and location of public use on the ground.</i></p> <p><i>There is potential for the Lost Ways Project to add certain identified routes to improve the connectivity of the network.</i></p>			
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost
Identify and prioritise the status of claims considered to offer the greatest potential benefit to the network. Where appropriate make DMMOs to add additional public rights to the definitive map.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.7 Rotherham Cycling Strategy 2.8 South Yorkshire Forest Plan -Policy R1, R2, R7	Jan 2016	Parish Councils Path user groups Discovering Lost Ways Project Legal & Democratic Services	-
Prioritise and manage the review of the Definitive Map to enable the completion of the definitive map and statement by January 2026.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.8 South Yorkshire Forest Plan -Policy R1, R2, R7	Ongoing	Legal & Democratic Services Parish Councils Path user groups	-
Utilise the mapping data gathered during the PROW condition survey to identify the areas where the definitive map differs from the network of routes physically used by the public.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy 2.8 South Yorkshire Forest Plan -Policy R1, R2, R7	May 2008	Path user groups LAF	-

Assessment 7	The availability of routes to local facilities				
Conclusions	<p>Scope exists to develop and improve the network of urban definitive rights of way.</p> <p>Whilst the standard of urban adopted footpaths is high, scope exists to improve the network to encourage usage.</p> <p>There is a latent demand to develop strategic routes between built up areas to enable local journeys.</p>				
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Identify, develop and promote strategic routes between urban centres for utilitarian/ leisure use.	See Conclusion 2				
Identify, develop and promote safer routes to school. Every school in the Borough must have a school travel plan in place by April 2011.	2.3 Corporate Plan 2.4 SYLTP2	Apr 2011	Planning & Transportation Service, Schools, Parents, Children, Governors, Education, Primary Care Trust, Travelwise (SYLTE)	Proposed engineering schemes to be costed individually	

Assessment 8					
The availability of routes through and around heavily developed areas					
Conclusions					
<i>Urbanisation and development often blights the non-motorised network of routes, especially on the urban fringe.</i>					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Work with the Planning & Transportation Service and developers to ensure that the rights of way network remains relevant to local use and demand.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy ENV5, T2, T4, T6, T7, T8, CR2	Nov 2007	Planning & Transportation Service Developers Landowners	-	
Identify and prioritise urban routes which require upgrading to meet the utilitarian and recreational needs of users.	2.3 Corporate Plan 2.4 SYLTP2 2.5 UDP – Policy T6, T7, T8,	Aug 2009	Planning & Transportation Service Developers Landowners	-	

Assessment 9					
The condition of the network					
Conclusions					
<i>Users would like to see more resources targeted to the maintenance and enforcement of the public rights of way network.</i>					
<i>The lack of way marking and signage in some areas is a barrier to countryside access.</i>					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Adopt a regime of improved maintenance of the rights of way network, especially on those routes used by users with limited mobility or the visually impaired. To include increased seasonal overgrowth clearance and replacement of path furniture. See Appendix E- Routine Maintenance Works.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy	Apr 2007	Parish Councils Path user groups ROW contractors	£10,000 per annum	
Implement a programme of refreshing public rights of way signage throughout the borough.	2.3 Corporate Plan 2.4 SYLTP2 2.6 Countryside Traffic Management Strategy	Apr 2014	Landowners Path user groups	£3,500 per annum	
Adopt the protocols outlined in the Enforcement Policy (Appendix A) and the Ploughing and Cropping on Public Rights of Way – Code of Practice (Appendix B).	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy	Dec 2006	Landowners Legal & Democratic Services Path user groups Land representatives	-	

Assessment 10					
The publicity of the network and countryside access					
Conclusions					
<i>There is a high public demand for additional promotional information and in some cases the lack of information prevents potential users from enjoying the countryside.</i>					
<i>There is a lack of information regarding the wider network of public access.</i>					
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost	
Produce 1 digital format door step e-walk each year.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan – Policy R3, R4	Jan 2010	Design studio Landowners Tourism Unit Path user groups	£500 per annum	
Produce 1 digital format door step e-ride every 2 years.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan – Policy R3, R4	Jan 2012	Design studio Landowners Tourism Unit Path user groups	£1, 500	
Produce 6 Easy Going Trail Leaflets (Least Restrictive Access).	See Conclusion 3F				
Devise and publish closer look health walks for each door step walk route.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan – Policy R8	Jan 2010	PCT Design studio Landowners Tourism Unit	-	

Assessment 10 Cont...						
Key Actions	Policy Link (Chapter 2 Policy Context)	Proposed Completion Date	Key Partnerships	Estimated Cost		
Continue to develop the Rotherham Rights of Way Web Page.	2.3 Corporate Plan 2.9 South Yorkshire Forest Plan – Policy R3, R4, R7	May 2007	Web Team	-		
Work with the Rotherham Local Access Forum to maximise the development of Countryside Access and to encourage usage.	2.3 Corporate Plan	Apr 2016	LAF	£30,000 per annum		
Produce 5 closer look door step walk translations in additional languages as appropriate.	2.3 Corporate Plan 2.6 Countryside Traffic Management Strategy 2.9 South Yorkshire Forest Plan – Policy R6	Dec 2010	Translation Co-ordinator Tourism Unit	£180 per annum		
Produce “A plain speaking guide” - A common sense guide to countryside access.	2.3 Corporate Plan	May 2007	LAF	£1,000		
Publish disabled access information for inclusion in the Public Rights of Way Web Page.	See Conclusion 3F					

7.2 Prioritising & Identifying Actions

- 7.2.1 It is clear that the implementation of many of the identified key actions will require the allocation of substantial resources. This is especially the case for key actions requiring the addition or amendment of public rights of way.
- 7.2.2 There are however, some actions which may be delivered within a shorter time scale and within current resources. These actions are likely to be delivered within a shorter period of time as their implementation does not rely on identifying additional external funding. In broad terms the improvements which Rotherham Borough Council and its partners can best make progress on delivering are those within its control.
- 7.2.3 In prioritising the key actions, emphasis will primarily be placed on;
- Ensuring that the current rights of way network is well maintained and available to path users.
 - Ensuring that the definitive map and statement is up to date and accurately reflects the physical network used by the public.
 - Ensuring that the Disability Discrimination Act is implemented wherever reasonably possible.
 - Developing the network of multi-user routes.
- 7.2.4 Other factors which will be considered when prioritising improvement schemes competing for the same source of funding will include the nature of the route, the benefit to users and social inclusion, source of the improvement request, cost and the current standard of local facilities.
- 7.2.5 The Scoring Matrix used to prioritise proposed schemes is shown in *Appendix F 'Prioritising Action'*.

8. Appendices

Appendix A

Public Rights of Way Enforcement Policy

Introduction

The rights of way network in Rotherham is managed and maintained to a high standard and the Best Value Performance Indicator No. 178 'Ease of Use' survey consistently achieves a score in excess of 90%. Whilst the majority of the network is free from obstruction and in good condition, problems may occasionally be encountered.

As Highway Authority, Rotherham Borough Council has a duty under Section 130 of the Highways Act 1980 to "assert and protect the rights of the public to the use and enjoyment of" and to "prevent so far as possible, the unauthorised stopping up or obstruction of" public rights of way.

Where problems arise on rights of way, attempts will initially be made to resolve them on an advisory basis. However, in cases where discussions fail to reach a satisfactory conclusion, the Highway Authority will take further action in order to meet its legislative obligations.

The Enforcement Concordat

The Public Rights of Way Enforcement Policy has been produced in conjunction with the Central and Local Government Concordat on Good Enforcement. By adopting the enforcement concordat we commit ourselves to;

Openness – We will provide information and advice in plain language on the rules we apply and we will disseminate this as widely as possible.

Helpfulness – We believe that prevention is better than cure and that our role actively involves working with landowners/ Occupiers and business and advise with compliance.

Complaints about Service – We will provide a well publicised, effective and timely complaints procedure easily accessible to the public, landowners/occupiers and business.

Proportionality – We will minimise the costs of compliance by ensuring that any action we require is proportionate to the risks and the highway authority's legal obligations.

Consistency - We will carry out duties in a fair, equitable and consistent manner.

Scope of Policy

Action will be considered wherever appropriate statutory powers exist to deal with situations that may lead to risks to the health and safety of the public or to the rights of users being infringed. The main areas to which this policy applies are;

1. Obstruction or unauthorised stopping up or diversion of a public right of way,
2. Failure to adequately restore a cross-field public right of way following lawful ploughing operations,
3. Unlawful ploughing or disturbance of a public right of way,
4. Obstruction or encroachment of a public right of way by crops,
5. Unlawful deposit of material or structures on a public right of way,
6. Misleading notices on or near to a public right of way
7. Vegetation overhanging a public right of way
8. Barbed wire likely to cause a nuisance to users of a public right of way,
9. Inadequate or unauthorised stiles or gates on public rights of way,
10. The unauthorised removal of signage.
11. Fences erected across a public right of way.

Courses of Action

There are a number of courses of action available to the Highway Authority depending upon the nature and circumstances of the offence.

1. Informal Action – Advice may be given when it is considered that the infringement is of a minor nature, and the Highway Authority is confident the owner or occupier involved will take corrective action. The owner or occupier will be requested to take appropriate remedial action within a given time period depending upon the circumstances of the case. Informal methods will be used to resolve the issue unless there is a risk to public safety, or the offender has repeatedly and deliberately obstructed a public right of way in the past.

If the landowner contacts the PROW Unit with valid reasons for non-compliance within the time-scale, then an extension may be given (confirmed in writing). If the works are still not carried out or the landowner does not contact the Unit for an extension prior to the deadline then formal action will then be commenced.

If a landowner cannot be identified a notice will be posted on the public right of way in the vicinity of the offence, stating whom to contact. If the landowner does not come forward or undertake the necessary works within the required time, the highway authority will take formal action in order to resolve the issue in question.

2. Formal Action – Before formal enforcement action is taken, officers will provide an opportunity to discuss the circumstances of the case and, if possible, resolve points of difference, unless immediate action is required due to public safety.

Formal action will be considered if informal action fails to achieve resolution of the offence or where the offender has persistently and repeatedly offended (e.g. in the case of crops or ploughing it may be an annual offence).

Formal Action will involve the serving of a Statutory Enforcement Notice on the offender by recorded delivery or on site if the offender is unknown. If the notice has not been complied with within the stipulated time the Highway Authority will take direct action to remove the obstruction or nuisance in order to reinstate the public right of way. All reasonable costs associated with the direct action, including administration costs will be recovered from the offender.

When immediate action is considered necessary, an explanation of why such action is required will be given at the time and confirmed in writing.

3. Prosecution - Prosecutions are normally considered as a last resort but remain an important part of the enforcement process. The circumstances that are likely to warrant prosecution may be characterised by one or more of the following: -

- Where the offence involves a serious flagrant breach of the law, or if notice has been given that legal proceeding will be considered for future breaches,
- Where the offence involves a failure to comply in full or part with the requirements of a statutory notice,
- Where there is a history of similar offences,
- Where there is a history of non-compliance with statutory notices by the defendant,
- Where it is considered that a prosecution would be more appropriate than taking direct action, e.g. when a public right of way has been built over,
- Where the offence is potentially dangerous and a significant risk to public safety.

Certain offences require the service of a notice, before an application can be made to the Magistrates Court for an order to remedy the problem.

When circumstances have been identified which may warrant a prosecution, all relevant evidence and information will be considered, to enable a consistent, fair and objective decision to be made. Prior to making the decision to prosecute advice will be sought from Rotherham Borough Council Legal & Democratic Services.

Whilst the Highway Authority would normally commence enforcement action by giving informal advice and only escalate to a more severe course of action if that was unsuccessful, it reserves the right to issue an enforcement notice or to instigate prosecution proceedings immediately where it is appropriate to do so.

In exceptional circumstances a public path order may be considered as an acceptable alternative to enforcement action.

Prioritising Enforcement Action

Priority Action – Obstructions where one or more of the criteria set out in *Policy PROW 2* are met. These obstructions will be dealt with as a matter of urgency by the rights of way team.

Routine Action – Obstructions which do not meet the criteria set out in *Policy PROW 2* but have a negative impact on the public's enjoyment of the path.

De-Minimis Obstructions – Obstructions which appear negligible in their impact on the public. These will be recorded on file but no further specific action will be undertaken. Resolution of the issue will be sought if an opportunity arises, for instance if development is proposed for the affected land.

Use of Public Path Orders

Some obstructions of the PROW network may be longstanding and of such a nature that successful enforcement action would not be realistic. An example of this may be the construction of buildings across a right of way sometime ago. In such cases the making of a public path diversion order may appear a more appropriate response.

However, in order to act as an affective deterrent the enforcement policy must not appear to condone the obstruction of public rights of way merely because it would be awkward or difficult to take direct action or prosecute. Therefore, making public path orders to deal with obstructions on public paths would be acceptable only in certain limited circumstances.

**Rotherham Borough Council
Public Rights of Way Enforcement Policy Statement**

Policy PROW 1

Wherever obstructions or other limitations to the public's enjoyment of a public right of way are identified, Rotherham Borough Council will utilise available legislation to protect and assert the rights of the public.

Policy PROW 2

In dealing with enforcement cases, priority will normally be given to cases where, in the view of Officers, one or more of the following criteria are met;

1. Where continuation of the obstruction provides an unacceptable health and safety risk;
2. Where resolution of the obstruction will provide a significantly enhanced PROW network,
3. Where resolution of the obstruction will contribute significantly to other Council objectives,
4. Where the obstruction adversely affects a promoted route,
5. Where a significant number of valid complaints have been received about the obstruction from a variety of independent sources.

Policy PROW 3

A Public Path Order will be considered as an acceptable alternative to enforcement action where one or more of the following criteria are met;

1. The obstruction does not appear to have been a deliberate attempt to interfere with the public's use of the route,
2. The obstruction is not of recent origin,
3. An alternative route exists that will fulfil the requirements of the relevant Public Path Order Legislation.

Appendix B

Ploughing and Cropping on Public Rights of Way – Code of Practice - Rights of Way Act 1990

Introduction

As Highway Authority, Rotherham Borough Council has a duty to assert and protect the rights of the public and to ensure that all public paths remain open and usable at all times. Farmers also have responsibilities for the public rights of way crossing their land.

The purpose of this code of practice is to explain what landowners are required to do in the reinstatement of public paths crossing arable farmland. It also provides a simple process which will be followed by rights of way officers when dealing with ploughing and cropping issues.

The Public Rights of Way Team enjoys a good working relationship with the local farming community and aim to treat all farmers equally and fairly. Where problems arise on rights of way, attempts will initially be made to resolve them on an advisory basis. However, in a small number of cases where discussions fail to reach a satisfactory conclusion, the Highway Authority will take further action in order to meet its obligations under the Rights of Way Act 1990.

Re-instating footpaths and bridleways during cultivation is a legal requirement, and only requires a little extra effort. It reduces trespass by keeping people to a defined narrow strip, thereby stopping path users wandering across farmland, uncertain of whether they are on the correct route.

The lack of use has no effect on the legal existence of a Right of Way.

Ploughing and Disturbing Rights of Way

Cross-field Paths - Farmers may only plough cross-field footpaths and bridleways if they cannot avoid doing so.

Any cross field paths which are ploughed out must be reinstated within 14 days of the first disturbance and within 24 hours of any subsequent disturbance. Basically this means that the surface of the path must be made good and the line of the path marked out.

Paths must be rolled with a tractor after ploughing, waymarked and safe to use.

Field Edge Paths - A field edge path must *never* be ploughed out or disturbed without the written permission of the highway authority.

Crops and Public Rights of Way

Farmers must not allow crops (other than grass) to grow on or overhang any public path at any time so as to inconvenience the public or obscure the line of the footpath.

Farmers should bear in mind that the width of path requiring clearance will sometimes differ depending on the type of crop involved. For example, towards the end of the growing cycle of oil seed rape it can form an impenetrable barrier to path users especially in situations where an adequate path width has not initially been left. Therefore crops of oil seed rape should be cleared to a greater width at an early stage. Alternatively a second cut will be required later in the cultivation cycle.

Paths must be restored to a standard which is reasonable for the public to use. In all cases the rights of way team will assert what is reasonable and if necessary will seek agreement with relevant user groups.

The width to be restored

In most cases the width to be restored is shown in the definitive statement. The definitive statement is the legal record which describes public rights of way in the borough. In other cases the following widths will apply.

	<i>Footpath</i>	<i>Bridleway</i>
<i>Cross-field</i>	1.0 – 1.8m	2.0m – 3.0m
<i>Field-edge</i>	1.5m – 1.8m	3.0m

The minimum width is the minimum which must be reinstated by the farmer so that the path is reasonably convenient to use.

In instances where the local authority takes enforcement action, the maximum width may be reinstated.

The protocol for dealing with ploughing and cropping issues

This Code of Practice has been produced in conjunction with the Public Rights of Way Enforcement Policy and the Central and Local Government Concordat on Good Enforcement.

The highway authority regularly monitors paths crossing arable land to ensure that they are all open and available for public use. The majority of farmers are happy to reinstate public paths, unfortunately a small number of farmers do not reinstate paths across their land. Interference of public rights of way by ploughing and cropping is a serious issue and has a negative impact on the public's enjoyment of the countryside.

In instances where problems arise the procedure outlined below will be followed in a reasonable and consistent manner.

In the event of a first offence a rights of way officer will informally explain the law to the offender and an advisory letter will be sent soon afterwards. The letter will set out the requirements for compliance with a time limit for completion of the necessary works.

After this period the path will be re-inspected. A legal notice will be served if the requested works have not been completed within the specified time. The legal notice will set out a final date for completion of the required works.

If on final inspection the path has not been reinstated, the Council will carry out the necessary reinstatement works and recover the total costs from the farmer or landowner concerned.

In the event of a second or subsequent offence, notices may be served immediately.

DEFRA have now amended the criteria for paying single farm payments to farmers. DEFRA are now able to withhold either part or in some circumstances all of the single farm payment if the farmer concerned fails to comply with his/her legal responsibilities. If a farmer declines to reinstate a public path within an adequate timescale DEFRA will be formally notified as a matter of course.

Advice and Information

The Rights of Way team will treat all landowners and farmers equally and fairly. Officers are available to provide further information and practical advice on the reinstatement of public rights of way.

The rights of way team can be contacted on 01709 822168.

Appendix C

Rotherham Rights of Way User Survey

General Information

Q1 *How do you use the rights of way network?*

on foot.....	74%
horse back	10
cycle.....	11
disabled.....	2
horse drawn carriage	1
other.....	2

Q2 *Why do you use the rights of way network?*

leisure	48%
travel to work / school	4
local amenities	8
fitness	28
visiting friends	8
other.....	4

Q3 *What type of route do you usually use?*

circular	84%
linear	35

Q4 *Who do you travel with?*

as an individual	38%
small group	23
family group	20
organised party	15
other.....	4

Q5 *How do you gain access to the countryside to make use of public paths?*

start from home.....	85%
private vehicle	57
public transport	24
other.....	3

Q6 *How much money do you spend on average per visit to the countryside?*

Under £1	39%
£1 to £5.....	41
£6 to £10.....	16
Over £10	4

Q7 *How would you describe your map reading skills?*

Excellent	30%
good	38
average	26
poor	5.5
unable to read a map	0.5

Q8 *In which area do you live?*

Rotherham	82%
Doncaster.....	2
Barnsley	2
Sheffield.....	6
Chesterfield.....	1.0
Nottinghamshire.....	0.5
Yorkshire.....	4
Derbyshire.....	1.5
Leicestershire.....	0.5
Cumbria	0.5

Q9 *What is your age?*

Under 16	2%
17 to 24.....	3
25 to 34.....	5
35 to 44.....	13
45 to 64.....	44
Over 65	33

Q10 *Are you male or female?*

Male	59%
Female	41

Q11 *What is your ethnic origin?*

White.....	96.5%
Black - African.....	1.5
Black - Caribbean	0
Asian.....	1
Chinese.....	0
Yemeni.....	0
Other.....	1

Q12 *Do you feel reluctant to use public paths because?*

don't know where the paths are	16%
don't like walking across crops.....	19
scared of getting lost.....	6.

feel intimidated.....	9
no local network	7
paths obstructed	25
busy road crossings	11
high traffic level on rural roads	15
lack of safe parking	20
paths too muddy	15
lack of information	9
other.....	6

Walking

Q13 *How often do you go walking in the countryside?*

every day	17%
more than once a week.....	45
more than once a month	30
more than once a year	7.5
less than once a year.....	0.5

Q14 *How far do you walk on average?*

Under 1 mile.....	4%
1-3 miles	17.5
3-5 miles	39
6-10 miles	29
Over 10 miles.....	10.5

Q15 *Do you prefer to use segregated routes, which are only available to walkers?*

yes	65%
no.....	35

Horse Riding

Q16 *Do you go riding in the countryside?*

yes	13%
no.....	87

Q17 *How often do you go riding in the countryside?*

every day	28%
more than once a week.....	60
more than once a month	8
more than once a year	4
less than once a year.....	0

Q18 *How far do you ride on average?*

Under 1 mile.....	4%
1-3 miles	33
3-5 miles	26
6-10 miles	26
Over 10 miles.....	11

Q19 *Does your journey involve riding on rights of way?*

yes	100%
no.....	0

Q20 *Do you regularly use a horse box?*

yes	54%
no.....	46

Q21 *Would you be willing to use additional routes on a toll riding basis?*

yes	80%
no.....	20

Q22 *If yes, how much would you be willing to pay for an annual toll riding pass?*

£1 - £5.....	14.5%
6 - 10.....	33.5
11 - 20.....	14
21 to 30.....	38
31 to 40.....	0
over 40.....	0

Q23 *What length of riding circuit would you require?*

1-3 miles	5%
3-5 miles	27
6-10 miles	27
10 – 20 miles.....	41
Over 20 miles.....	0

Q24 *In developing the network of routes available to horse riders, which of the following do you feel are most important?*

%	high	medium	Low
distance	12.9	58.1	9.7
type of surface	35.5	35.5	9.7
off road routes	77.4	3.2	3.2

Cycling

Q25 *Do you go cycling in the countryside?*

yes 26%
no..... 74

Q26 *How often do you go cycling in the countryside?*

every day 5%
more than once a week..... 18
more than once a month 50
more than once a year 25
less than once a year 2

Q27 *How far do you cycle on average?*

Under 1 mile..... 2%
1-3 miles 5
3-5 miles 27
6-10 miles 30
Over 10 miles..... 36

Q28 *Does your journey involve riding on rights of way?*

yes 87%
no..... 13

Q29 *In developing the network of routes available to the cyclist, which of the following do you feel are most important?*

%	high	medium	Low
distance	9	50	22
type of surface	34	42	8
off road routes	61	16	6

Disabled Access

Q30 *Are you disabled?*

yes 7%
no..... 93

Q31 *How often do you use public paths?*

every day 42%
more than once a week..... 38
more than once a month 20
more than once a year 0
less than once a year 0

Q32 *How far, as a disabled user, do you travel on average?*

Under 1 mile.....	21%
1-3 miles	21
3-5 miles	21
6-10 miles	29
Over 10 miles.....	8

Q33 *Which of the following limit your access to the countryside?*

lack of parking.....	30%
access features (stiles/gates).....	20
unsuitable path surfaces	15
gradients	15
no on site facilities (toilets etc.)	15
transport to start of route.....	5

Q34 *In developing/improving the provision of countryside access for the disabled place the following in the order of priority. 1 = high 4 = low*

%	1 = high	2	3	4 = low
more surfaced routes	14	19	5	14
installation of gates in place of stiles	38	14	0	5
designated parking	23	14	14	5
publicity of suitable routes	28	8	5	10

Publicity

Q35 *Are you aware of the 'Doorstep Walks' series of leaflets?*

yes	53%
no.....	47

Q36 *The Doorstep Walk leaflets*

%	yes	No
did you find the leaflet useful?	96	4
did the leaflet contain helpful local information?	96	4
was the map easy to follow?	94	6
were the graphics clear?	93	7
did you find the route way marking useful?	90	10
was the standard of route good?	95	5
was the length of walk suitable?	85	15

Suggestions

Q37 *Please state any other areas where you feel attention should be focussed in the improvement of the rights of way network*

Responses listed below.

Enforcement

- Enforcement of ploughing and cropping legislation 7
- Path users should be encouraged not to walk through crops where there is an alternative. 1
- Increased enforcement action on rights of way 4
- "All walkers are not out to vandalise farmland" 1
- Enforcement of barbed wire alongside paths 1
- Aggressive dogs and bulls 1
- Rangers in the countryside 2

Definitive Map and Route Management

- Diversion of paths around field headlands where possible 1
- More work on defining the network and working towards the 2026 cut off date. 3
- More consultation where rights of way are to be created or diverted 1
- Conduct a survey to identify preferred routes with a view to extinguishing little used sections of route and concentrate on strategic routes. 1
- Improve networks between homes and schools 1
- Segregate path users 1
- Keep mountain bikes off footpaths 1
- All areas should be open to horses and cyclists 1
- Reducing speed limits on roads close to path crossings. 2
- Facilities for horse riders who wish to canter 1
- Additional paths 1
- Take cycle lanes off roads 2
- Create more circular routes which do not involve road walking 1
- More permissive paths over farmland 1
- Provision of safe road crossings 1
- More disabled facilities including parking 1
- Consultation with horse riders on suitable path surfacing 1
- More off road riding for horse riders 2
- More safety measures for the hard of hearing 1

Publicity

- More organised events 5
- More doorstep walks and rides 2
- Public forum at Rotherham Show 1

- Provision of Nature Trails 1
- Organise walks for school children 1
- More publicity (including local press, Meadowhall etc) 2
- Encourage young people to value rights of way 3
- Encourage ethnic minority groups to use rights of way 1
- Publication of local maps of rights of way 1

Funding

- Increase funding for rights of way 3

Signing

- Signposts to give destinations, path numbers and accessibility information (Colour coding of routes) 7
- More maintenance and provision of signposts 4
- More waymarking 5
- Road signs warning of horseriders and walkers on roads 2

Path Maintenance and Furniture

- Checking paths on a regular basis 1
- Owners and tenants to be kept up to date with path maintenance 1
- Keep paths clear of overgrowth 7
- Wider stiles and bridlegates required 2
- More maintenance of path furniture 2
- Replace stiles with kissing gates to enable less able users 3
- Install dog stiles 1

General

- Facilities and notices to be put in place regarding dog fouling and litter 6
- Litter on paths 2
- Tackle flytipping 2
- Dogs on leads 2
- More seating on walks 1
- Illegal shooting 1
- Use of routes by motor vehicles 9
- Cyclists must have bells on bridleways to warn other users 1
- Supply waste bins for picnic rubbish 1
- Swift removal of burnt out cars 1

Appendix D

Countryside Access in Rotherham -Farmer Survey

Q1 *Would you describe yourself as a:*

Tenant farmer	32%	Landowner	34%	Both	34%
---------------	-----	-----------	-----	------	-----

Q2 *Which of the following types of farming do you undertake?*

Arable	52%	Dairy	0%	Mixed	45%
--------	-----	-------	----	-------	-----

Q3 *Is the land you farm best described as*

Urban Fringe	31%	Rural	34%	Both	34%
--------------	-----	-------	-----	------	-----

Q4 *Which age range do you fall in?*

17 to 24	0%
25 to 34	7%
35 to 44	17%
45 to 64	66%
Over 65	10%

Q5 *Do any of the following types of routes cross your land?*

Pubic footpath	97%	Public bridleway	48%
Permissive footpath	21%	Permissive bridleway	10%
Countryside stewardship paths	3%	Other	10%

Q6 *Have you suffered from any of the listed problems as a direct result of public paths crossing your land?*

Trespass	76%	Damage to crops	79%
Worrying livestock	34%	Litter	76%
Fly tipping	66%	Unauthorised motorcycles	79%
Verbal abuse	45%	Out of control dogs	79%
Damage to boundary features	59%	Theft	59%

Q7 *Which of the statements best describes your attitude to public access?*

I welcome public paths across my land	0%
I am happy to allow responsible path users	76%
I would prefer to have no public access across my land	17%

Q8 *Are you aware of your legal responsibilities for reinstating paths crossing cultivated land?*

Yes 90% No 10%

Developing Public Access

Q9 *Would you allow any of the following types of public access to be created on your land in the future?*

Public footpath	0%	Public bridleway	7%
Permissive footpath	3%	Permissive bridleway	7%
Countryside stewardship paths	10%	None	76%

Q10 *Would you prefer cross-field paths to be diverted onto field headlands?*

Yes 72% No 14%

Q11 *Would you allow stiles to be replaced by stock proof kissing gates?*

Yes 69% No 17%

Q12 *Would you allow the paths across your land to be way marked? (This may help to reduce unintentional trespass)*

Yes 76% No 7%

Q13 *Would allow horseboxes to park close to your farm buildings in return for a daily fee?*

Yes 38% No 55%

Q14 *How do you think public access to the countryside could be improved?*

- Protecting footpaths from motor cycles and horses.
- Better waymarking. Educating the public of their responsibilities as well as their rights.
- By educating the public to keep to footpaths/bridleways to respect that growing crops are farmers living.
- Some users need educating on the ways of the countryside.

Q15 *Do you have any specific suggestions for improving and developing public access across your land?*

- Better waymarking of paths.
- Make people aware of their responsibilities.
- Its hard to be enthusiastic about public access when every gate has to be padlocked and fields resemble motor-cross circuits.
- We have five footpaths on fifty acres of land. Therefore there is adequate access to the countryside on our land.
- Bridlepaths created and maintained jointly between landowners and Local Authority allowing horses to exercise off road.
- Already sufficient footpaths available in this area. I welcome all responsible persons.
- Local schools should give guided tours to children.
- All dogs should be kept on leads.
- Public access does not want developing on my land.

Appendix E

Routine Maintenance Works

The Asset Management Framework for highway maintenance highlights the importance of taking a long term view of forward planning through the production of a forward work programme. It also identifies the link that needs to be established between the delivery of works and services and forward planning.

Good quality condition data enables the prediction of future maintenance schemes and their locations. The timing of non-condition related work can then be reviewed to ensure situations don't arise where new look works are destroyed by subsequent tasks.

Long-term programmes are built on projections using currently available data and knowledge. As such there are limitations on the reliability of these projections, in particular in terms of the precise location and nature of individual projects in the later years of the programme.

The forward works programme will bring together all routine and condition related maintenance works planned on the public rights of way network during the next 10 years. It will not describe more specific improvement works which will be identified during the course of the implementation of the ROWIP.

Forward Routine Work Programme

Public Rights of Way Condition Survey – BVPI No. 178 'Ease of Use'-

The entire public rights of way network will be surveyed every 15 months using the BVPI No. 178 methodology. Any identified maintenance works will be prioritised and programmed into the public rights of way maintenance schedule.

Public Rights of Way Signage-

The public rights of way network contains a total of 759 signs of which 197 require attention. 24 sign posts will be replaced each year for the duration of the plan.

Any additional signage defects (including way marker posts) which are subsequently identified will be prioritised and programmed into the works schedule as appropriate.

Vegetation Clearance-

The public rights of way network will be subject to a programme of annual vegetation clearance. Herbicide will be applied to a total of 54 paths (20,643m) during April each year. A vegetation cutting schedule will also be implemented throughout the summer involving the clearance of 106 paths. The vegetation cutting schedule will aim to achieve 4 cuts per season.

Additional complaints relating to paths not included on the vegetation cutting schedule, which are identified during the routine condition survey or originating from customer complaints, will be prioritised and programmed into the public rights of way works schedule as appropriate.

Path Furniture-

The public rights of way network contains a total of 644 items of path furniture. 128 stiles have been identified which require attention or replacement. The stiles requiring attention will be individually assessed and according to priority will be replaced at a rate of 13 per annum for the duration of the plan.

The following criteria will be used for the purposes of assessment;

- Stiles which are considered redundant and serve no purpose at the identified location will be removed.
- Stiles requiring attention on paths suitable for wheel chair users will be replaced with disabled accessible kissing gates where appropriate.
- Stiles requiring attention on paths suitable for less able users, but are not suitable for wheel chair users, will be replaced by pedestrian kissing gates.
- Stiles requiring attention on paths which are unsuitable for wheel chair users or less able users will be replaced with new stiles.

Any additional path furniture defects which are subsequently identified during routine condition surveys or originating from customer complaints will be prioritised and programmed into the works schedule according to safety and accessibility issues.

Surface Condition-

Surface condition defects are identified during the routine condition survey and as a result of customer complaints. Each year small scale surfacing schemes will be undertaken utilising the public rights of way budget. Additional surfacing schemes will be carried out depending on the identification of suitable funding. Surfacing works will primarily be assessed according to public safety.

Bridges-

The public rights of way network contains a total of 186 bridges. The Streetpride Highway Structures Section will carry out general inspections on all bridges every 2 years and major bridges will be subject to a principal inspection every sixth year. The Structures Section will arrange for any defects to be rectified according to priority and on identification of suitable funding.

Appendix F

Prioritising Actions

Proposed schemes will be individually prioritised using the following scoring matrix as a guide.

1. Nature of Route Score

- | | |
|--|---|
| a) Cul de sac | 1 |
| b) Through Route, not accessing wider network or local amenities | 2 |
| c) Route connecting amenities and or communities | 3 |
| d) Primary access to local facilities or missing link | 4 |

Cul de sac routes providing access to points of interest or local amenities will hold additional priority weighting (2-4).

2. Number of Potential Benefactors

- | | |
|--|---|
| a) Limited benefit to users | 1 |
| b) Encouraging local use | 2 |
| c) Attracting wider use | 3 |
| d) Attracting wider use and addressing social exclusion issues including DDA, attracting visitors or involving promoted routes | 4 |

3. Source of Request

- | | |
|--|---|
| a) Single request from one individual | 1 |
| b) Request from a group of individuals or landowner | 2 |
| c) Request from a Parish Council, user groups or via BVPI data | 3 |
| d) ROWIP key action, statutory duty, DDA related | 4 |

4. Funding Source

- | | |
|--|---|
| a) Significant proportion of internal budget with no other funding | 1 |
| b) Internal budget only - less significant proportion | 2 |
| c) Joint funding (internal budget and external funding) | 3 |
| d) External funding source | 4 |

5. Achievability

- | | |
|---|---|
| a) Landowner consent and/ or Public Path Order/ DMMO required | 1 |
| b) Whilst negotiation is required affected land in public ownership | 2 |
| c) No landowner permissions required | 3 |

6. DDA requests to improve existing provision

- | | |
|---|---|
| a) Adequate or acceptable alternative available | 1 |
| b) Inadequate or no alternative available | 4 |

Scoring: Out of a total of 23 – higher score = higher priority

9. Bibliography

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Countryside Traffic Management Strategy
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The Rotherham Physical Activity Strategy 2003

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South Yorkshire Forest Partnership 2002

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The National Consumer Council

Rural Routes and Networks
The Countryside Agency and the Institute of Civil Engineers, 2002

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Department of the Environment, Transport and the Regions, 1997

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Fieldfare Trust, 2001

Economic & Social Benefits of Countryside Access Routes in the North East
Countryside Agency (Regeneris Consulting) January 2005

The Economic & Social Benefits of Walking in England
Ramblers Association (Dr Mike Christie and Jon Matthews), September 2003

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Framework for Highway Asset Management

County Surveyors' Society

Glossary of Terms

Highway	A strip of land over which the public has a right to pass and re-pass according to its status. All categories of public rights of way and public roads are highways.
Public Footpath	A highway over which the right of way is on foot only.
Public Bridleway	A highway over which the right of way is on foot, horse, leading a horse and on a pedal cycle.
RUPP	Road Used as Public Path. A highway over which the right of way is on foot, horse and on a pedal cycle. Some RUPPs are also available for use by motor vehicles.
BOAT	Byway Open to All Traffic. A right of way for all users including vehicles. Often referred to as byways.
Restricted Byway	A right of way for all users including horse drawn carriages but excluding motor vehicles.
Cycleway	a right of way with a pedal cycle, and on foot unless segregated.
Permissive Path	A route which may be used by the public with the permission of the landowner.
Green Lane	A generic term for an unsurfaced track, usually bounded by hedges or walls /fences. Such a route may or may not be a public highway.
CROW Act	Countryside and Rights of Way Act 2000
DDA	Disability Discrimination Act 1995
AONB	Area of Outstanding Natural Beauty
DEFRA	Department for Environment Food and Rural Affairs
DETR	Department of the Environment, Transport and the Regions
FWAG	Farming and Wildlife Advisory Group
BHS	British Horse Society
SYPTE	South Yorkshire Passenger Transport Executive
PCT	Primary Care Trust

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ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS
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1.	Meeting:	Economic Regeneration and Development Services Matters
2.	Date:	27 November 2006
3.	Title:	Parking – Rotherham Town Centre
4.	Programme Area:	Economic Regeneration and Development Services

5. Summary

To update Cabinet Member on progress made with regards to an extension to the existing Controlled Parking Zone (CPZ) and Residents' Parking in and around the town centre and seek approval to undertake further detailed consultation about the scheme and the necessary traffic regulations.

6. Recommendations

Cabinet Member is asked to resolve that:-

- i) detailed consultation be undertaken regarding the proposals outlined.**
- ii) detailed design be commenced.**
- iii) a further report be submitted to Cabinet Member and advisors identifying the results of the consultation exercises, costs and financing.**
- iv) the report be referred to Regeneration and Asset Board for their information.**

6. Proposals and Details

My report to Cabinet Member and advisers of 9 January 2006 outlined the background to this proposal and outlined the areas under consideration. Initial feasibility has been carried out to determine what can be achieved and this is shown on five drawings that will be available in the Members' Room prior to, and on display at, the meeting.

- Town Centre extended parking zone 126/18/TT391
- Eastwood North residents parking zone 126/18/TT414
- Eastwood South residents parking zone 126/18/TT415
- Wellgate North residents parking zone 126/18/TT416
- Wellgate South residents parking zone 126/18/TT417

o *Town Centre extended parking zone*

It is proposed that the extended zone should be a pay and display zone operating between the hours of 8am to 6pm Monday to Saturday. Research suggests that such restrictions are more easily understood by motorists. It is also the case that the Council operated off street car parks are pay and display and hence once a motorist enters this zone all Council controlled pay to park would be pay and display. Signing is simplified, recognition and understanding is improved.

It is not intended to change the method of operation of the spaces that lie within the current controlled zone. The extended zone potentially introduces an additional 165 spaces which are predominantly located in the south and east of the town centre. It is proposed to create additional short stay spaces on Westgate near the central core of the town and also on Doncaster Gate. Those spaces on the outskirts of the town such as on Main Street, Sheffield Road and Masbrough Street should accommodate longer stay and it is recommended that these spaces have a maximum stay of 10 hours with the ability to pay to park for shorter periods of time. The recommended charge periods and tariff are:

Up to 1 hour	50p
Up to 2 hours	£1
Up to 4 hours	£2
Up to 10 hours	£3

Such a charging regime will allow short stay visitors to the town to pay for shorter time periods which would be of particular benefit on Masbrough Street and Chapel Walk where on certain days of the week there is demand for short stay parking. The opportunity to park will still be dependant upon spaces being available, as the scheme is not creating any additional kerb space for parking but distributing existing space for the benefit of visitors, shoppers and other town centre users.

The extended zone also introduces an additional 11 blue badge parking spaces which are located close to the central core of the town. Some of these require

existing loading bays converting to shared use but it is proposed to introduce designated blue badge spaces on Norfolk Street near the library.

○ *Residents Parking Zones*

The overarching principle of the 4 areas is that they should operate in a similar manner to each other. The premise is that they are residents' parking zones with opportunities for short stay parking for visitors and those using local facilities such as shops and businesses. This short stay parking for those using the local facilities will, on the whole, be in separate on street parking areas. The zones will be areas where commuters are discouraged from looking for parking opportunities, by preventing non residential long stay parking.

It is proposed that the zones will operate between 9am and 4pm Monday to Friday with the exception of Albion Road and William Street which will operate as they currently do 24 hours a day Monday to Friday due to parking stress caused by establishments close by.

As previously indicated, with the exception of St. Ann's Road, there will not be any shared parking areas; kerb space will be designated for a single use. On St. Ann's Road there are businesses that rely on visitors who currently share the kerb space with residents. We have not received any reports about the way this operates and hence it is proposed to retain the current system in this one particular area.

A permit holder for one area will only be able to park within that particular area. It does not mean that the permit holder has the right to park outside their home or for that matter on their street. They can park only within that zone if a space is available.

It is proposed to limit the number of permits that a resident can apply for to two. This is because the zones have limited parking opportunities and in most cases if each household had only 1 permit then there would be more permit holders than spaces available. There will also be the ability for residents to apply for a visitor permit but this will form part of their permit allowance. This will ensure that if a resident doesn't want a residents' permit they could still apply for a visitor permit. Following discussions with colleagues in parking services it is suggested that the cost of the first permit should be £25 with the second costing £50 and this is regardless of whether it's a resident or visitor permit. This charge will cover the cost of producing and distributing the permits together with enforcement which would take the form of 2 patrols per day of each residents' parking zone.

○ *What next?*

It is proposed to commence more detailed consultation including public involvement on all the proposals. Due to the size of the overall project, it is proposed to tackle it in phases, with Eastwood North and South forming the first

tranche. At the same time, it is proposed to consult upon the changes to the controlled parking in the core town centre.

It is intended to draw upon the skills of the Corporate Consultation team to help undertake this task and to also engage the Chamber of Commerce when consulting on changes in the central core.

The Wellgate residents' parking schemes will begin once the public consultation exercise for the Eastwood schemes has been completed and evaluated.

7. Finance

If the proposals outlined are agreed then funding would have to be found from both capital and revenue budgets. The capital cost of equipment, etc. will be significant and will have to be financed from the LTP Demand Management and Congestion allocations in the Integrated Transport budget. Revenue from charges and penalty notices can be directed towards traffic management schemes and this has been taken into account when setting the cost of the residents' parking permits. It is also intended that the costs of administering the residents' parking schemes should be covered by the costs of the permits. A further report on the costs and financial arrangements will be submitted in due course following consultation.

8. Risks and Uncertainties

There is still the risk that the town will become unattractive unless parking within it is regulated and controlled, failure to do so could adversely affect Urban Renaissance initiatives.

It is still the case, as with most traffic regulation orders that some elements of the community will not agree with the proposals and may therefore object. Due to the scale of this particular project and the scope of the consultation exercise there is a risk that there could be a large scale opposition to the proposals.

9. Policy and Performance Agenda Implications

The proposals as outlined support the key themes of the Council's Community Strategy. They also accord with the Council's and South Yorkshire LTP policies of improving road safety, tackling congestion and encouraging modal shift from the private motor car to public transport.

10. Background Papers and Consultation

Council Minute No. 166 of January 2006.
South Yorkshire Local Transport Plan 2006/2011

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